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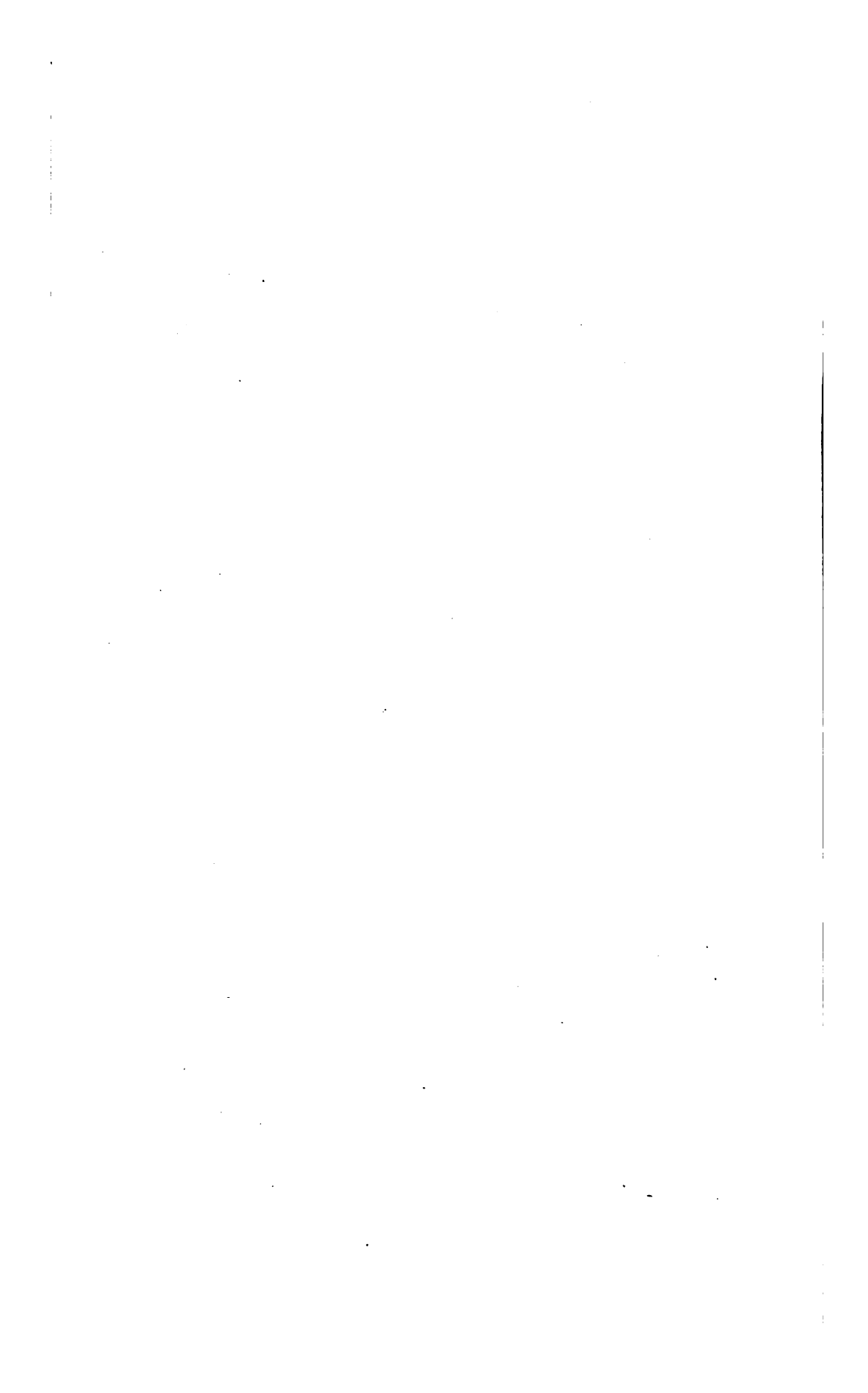
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SUPPLEMENT TO HEARINGS

CONCERNING

ESTIMATES FOR CONSTRUCTION OF THE ISTHMIAN CANAL

397

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FOR THE FISCAL YEAR
1911

STATEMENTS OF THE REPRESENTATIVES OF SKILLED EMPLOYEES

CONDUCTED ON THE CANAL ZONE BY THE
U. S. COMMITTEE ON APPROPRIATIONS
HOUSE OF REPRESENTATIVES
SIXTY-FIRST CONGRESS

WASHINGTON
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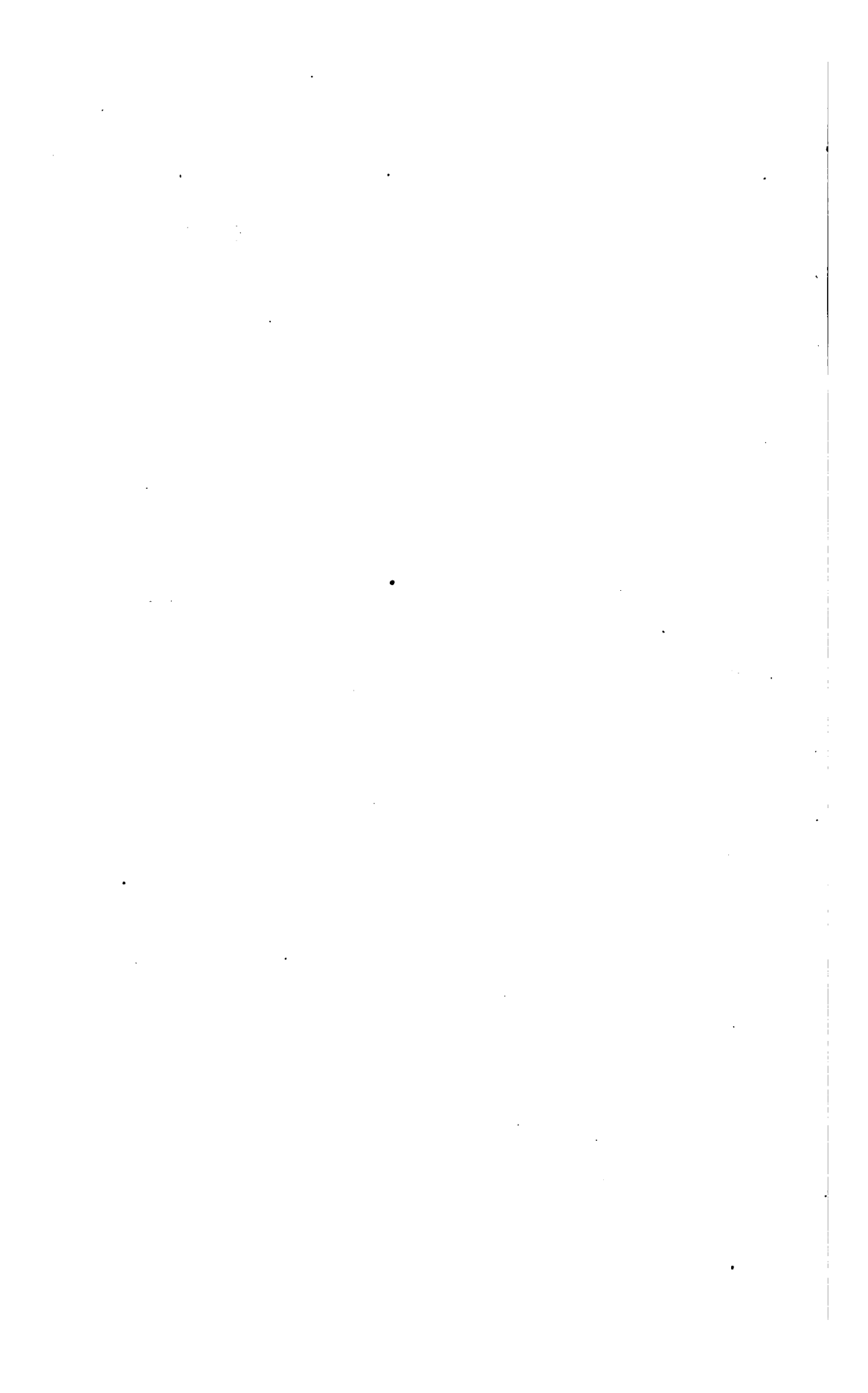
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STATEMENTS OF THE REPRESENTATIVES OF SKILLED EMPLOYEES.

ANCON, CANAL ZONE, ISTHMUS OF PANAMA,
Thursday Evening, November 18, 1909.

Present: Messrs. James A. Tawney (chairman), and Henry H. Bingham, Washington Gardner, Joseph V. Graff, J. Warren Keifer, Edward L. Taylor, jr., George R. Malby, John J. Fitzgerald, Swagar Sherley, and Eaton J. Bowers, with Mr. James C. Courts, clerk to the committee.

The CHAIRMAN. Gentlemen, I was informed that there are three propositions upon which you desire to address the committee this evening. One, as I understand, is longevity pay, one is overtime pay, and the other is the question of six weeks' leave of absence with pay. We have not yet completed our regular hearings, and we desire to go on with them, and therefore, in view of the limited time at our disposal, I suggested to you, when you requested the privilege of a hearing, that it might not be necessary for more than one representative of each class of workmen interested to speak here before us—one from each class who could represent all those of his own vocation. I said we would hear one on the longevity proposition, one on the overtime proposition, and one on the proposition of six weeks' leave of absence.

The CHAIRMAN. We will hear the steam-shovel men first.

STATEMENTS OF MESSRS. J. J. MEEHAN, A. O. BLAKE, G. G. M'NAMARA, AND M. J. FAHEY, REPRESENTING THE STEAM-SHOVEL MEN.

Mr. MEEHAN. First, I want to quote something from Mr. Tawney's speech:

I consider that the House and the country ought to know what the conditions are in the Canal Zone and the cost of that enterprise. In addition to the cash pay these people receive for their services, they receive, as I said before, a dwelling, and it is no mean, measly little dwelling, but they range in cost from \$1,700 to \$4,000.

The houses we live in, Mr. Tawney, taking the screens away from them, are practically a barn. They are damp at least nine months in the year. It is family quarters I am speaking of.

The CHAIRMAN. Pardon me, are you now speaking in behalf of the steam-shovel men in favor of the continuance of longevity pay and overtime pay?

Mr. MEEHAN. Yes, sir.

The CHAIRMAN. All right; proceed.

Mr. MEEHAN. In regard to the houses—

In addition to that we furnish fuel free, we furnish them with light, we furnish them with sterilized water free, we furnish ice daily at their door at cost—1 cent a pound—and we also furnish them free medicine and medical attendance at their homes.

Under the present organization they have under consideration charging us for fuel and light. If they do, it is a reduction of salary.

We also furnish them their club houses and the Young Men's Christian Association halls.

I dare say there are not seven steam-shovel men on the Isthmus that are members of the Y. M. C. A. or club houses of the Isthmian Canal Commission, for the simple reason that they are not physically fit to attend those places in the night time, when they are opened. After laboring eight hours in the ditches, digging on the steam shovel up against a rock and the propositions we have to contend with here, a man is not physically fit to go out and participate in the enjoyments of the Y. M. C. A. in the nighttime. Those are facts. You can look up the records and see how many steam-shovel men are members.

We also wish to call your attention to the wet weather. We have to change our clothes practically three times a day, sometimes four. It is necessary for us to keep a certain amount of clothes on hand, which is not absolutely necessary in the United States, in order to change.

We also have figures in regard to the number of men who have been brought down here from time to time. In June, at the ending of the fiscal year, we had 4,587 men on the gold roll. The number of new men employed on the Isthmus is 3,382; gold men employed in the United States, 1,828; making a total of 4,827, practically changing the gold force. It is a known fact that, according to the—

The CHAIRMAN. Have you any statistics showing changes in the steam-shovel men?

Mr. MEEHAN. I have; yes.

The CHAIRMAN. How does that show up?

Mr. MEEHAN. Well, we are taking conditions in the United States.

The CHAIRMAN. No; I am talking about the changes down here.

Mr. KEIFER. The facts?

Mr. MEEHAN. They have not been changed very much. According to the facts that you lead us to believe in the United States, conditions will change in the spring.

Mr. KEIFER. Why?

Mr. MEEHAN. Prosperity is to affect the country.

The CHAIRMAN. We hope so.

Mr. MEEHAN. So do I.

Mr. FITZGERALD. I think you will be very much disappointed.

The CHAIRMAN. Pardon me for the interruption; proceed.

Mr. MEEHAN. Last year you had a change in the force employed in the United States of possibly 700 men. You employed on the Isthmus 1,093. It shows a difference according to the prosperity in the United States of practically 2,000 men, men that were formerly employed on the Isthmus. It goes to show that prosperity in the United States has a tendency to draw the men away from the Isthmus. Therefore, our argument is that if you keep on paying the longevity, it will have a tendency to keep your force here in touch with the work all the time; that is, the men will stay here longer. I do not see why we should cut out the longevity when you take into consideration that we are men who have to work in the rain and have to set the pace. There has not been a day during which all you men have been here that we have not been out in the works and working. We have to

encourage and coax our niggers to stay there out on the works. You can not get your Spanish laborers and gallegos to stay out there on the works; and we have got to keep up the niggers.

I would also like to refer you to the commissary prices. Mr. Blake has that, if he may take the floor for a minute and quote some of the prices of the commissary.

Mr. BLAKE. Gentlemen, this is a comparison of the prices in the States with our commissaries on the Isthmus. Take creamery butter. The best grade is quoted in the States from 26½ to 33 cents a pound.

The CHAIRMAN. Where is that quotation?

Mr. BLAKE. I have three. Twenty-six and one-half to 33 cents is a New Orleans quotation. We pay 42 cents a pound for it here on the Isthmus.

Mr. BOWERS. I live within 52 miles of New Orleans, and you can not buy it at the price you quote.

Mr. MEEHAN. That is what we have to take. We have to take the quotations in the papers.

The CHAIRMAN. That is one of the chief complaints made against me all over the district I represent, especially in the cities, that the price of butter, which is an extensive product of the district I represent, has risen so high that a laboring man can not buy it.

Mr. BOWERS. Are those wholesale or retail prices?

Mr. BLAKE. Wholesale.

Mr. BOWERS. I think you will find, too, if you take quotations out of a paper, that some allowance must be made for the grade described in the papers.

Mr. BLAKE. Gentlemen, here is cold-storage eggs, the only kind we get on the Isthmus; 27 to 28 cents per dozen.

The CHAIRMAN. Here?

Mr. BLAKE. In New Orleans. We are paying 34 cents here.

Mr. SHERLEY. Why don't you get eggs that are produced here? I see a lot of chickens.

Mr. BLAKE. There is something wrong with the hens. [Laughter.] Here is Irish potatoes. The best Michigan potatoes are quoted at from 50 to 65 cents per bushel. We are paying 3½ cents a pound at our commissary, which would make those potatoes cost us \$2.10 a bushel.

Mr. MEEHAN. They are water-soaked at that, those that we get from the commissaries.

Mr. BLAKE. And hams are quoted from 14 to 16 cents a pound. If we take a whole ham from the commissary, we get it for 21 cents. If we take a piece of ham, we get it for 25 cents a pound.

Apples are quoted from \$1.50 to \$3.75 per barrel. We pay from 5½ to 7 cents a pound for them.

Bacon is quoted at 13 to 19 cents a pound. That includes breakfast bacon as well as strip bacon. The higher quotation is for breakfast bacon. We pay here 30 cents a pound for it.

Here is another one of the most important items—flour. Gold Medal and Pillsbury's Best are quoted at from \$6 to \$6.65 wholesale in the States. We are paying here \$11.35 a barrel for it.

Mr. SHERLEY. Are there any retail prices paid here?

Mr. MEEHAN. Secretary Taft led me to believe that we were to pay 10 per cent over the wholesale prices in the United States.

Mr. SHERLEY. I am not speaking of that. If your committee had the retail prices they would be an aid, at least to me, because the difference between wholesale and retail prices is very large, especially in certain articles, and your statement does not therefore carry much weight. I am not speaking of what the Government ought to sell at here, but of what you could buy for in the States, and the only true test of that is what an article retails for, and not the wholesale price, because if you were living in the States you could not buy at wholesale, but only at retail.

The CHAIRMAN. What is the quotation of Pillsbury's Best and the quotation for Gold Medal?

Mr. BLAKE. At \$6.65.

The CHAIRMAN. What do you pay for it here?

Mr. BLAKE. \$11.80 per barrel. We buy it in tins.

Mr. BOWERS. What would you pay for it by the barrel?

Mr. BLAKE. You can not buy it by the barrel. It would not keep.

The CHAIRMAN. What is the wholesale market price for it in the States, put up as you get it here?

Mr. BLAKE. I could not tell that.

The CHAIRMAN. You are speaking about a barrel of flour sold in one package up there, and down here it is sold in an entirely different package and in different quantities.

Mr. BLAKE. The cost of these tins should not be \$5 to the barrel.

The CHAIRMAN. I know; but you can not make the comparison in that way.

Mr. BLAKE. This flour is put up for sale in this country and is not sold that way in the States. We have no means of getting the retail prices in the States.

The CHAIRMAN. What is the wholesale price of a barrel of flour put up in the packages in which you buy it here?

Mr. BLAKE. About \$11.80.

The CHAIRMAN. That is the retail price to you here; but what is the wholesale price to the Government there?

Mr. BLAKE. We have not those prices.

Mr. SHERLEY. Why could you not get the retail prices out of the newspapers?

Mr. BLAKE. They do not furnish the retail prices.

Mr. SHERLEY. They quote a number in my papers at home, covering many articles.

Mr. MEEHAN. You must live in a special country. I never saw them where I lived.

Mr. SHERLEY. In the Washington Star and the Washington Post you will find retail prices of butter and eggs and nearly every other commodity you have spoken of; the prices at which they retail in the city of Washington.

Mr. BOWERS. The prices quoted in the New Orleans paper are the prices from the producers to the jobbers. They are prices at which the jobbers buy.

Mr. MEEHAN. Is it that way with the St. Louis prices and New York prices?

Mr. BLAKE. Here is a quotation on cabbage, \$22 and \$24 per ton.

The CHAIRMAN. That is a long ton?

Mr. BLAKE. That is the wholesale price. We pay 4 cents a pound for it here.

Perhaps you gentlemen do not care to have me go further into these details. Shall I go on?

The CHAIRMAN. Go ahead.

Mr. BLAKE. We will take onions. They are quoted from 45 to 70 cents per bushel. We pay 3 cents a pound for them.

Take cheese. I have just picked out one brand; that is, Young America. That is quoted at 16 to 18½ cents a pound. We pay 22 cents for it here.

The CHAIRMAN. That is less than we pay for it in the States.

Mr. BLAKE. Those articles are some of the most necessary things.

Mr. BOWERS. Have you any figures on the price of fresh beef?

Mr. BLAKE. I can give you the commissary quotations, not the state quotations.

The CHAIRMAN. What do you pay for steak down here?

Mr. BLAKE. Different prices.

Mr. BOWERS. Porterhouse steak?

Mr. MEEHAN. We never see any porterhouse here, when you go up against one of those hotels.

Mr. BLAKE. We pay for sirloin roast as high as 22 cents. We pay for porterhouse roast 22 cents.

Mr. GARDNER. Where?

Mr. FITZGERALD. Here.

Mr. GARDNER. I am going to move down here. [Laughter.]

Mr. MEEHAN. You try to get a piece of porterhouse here; you will move here, but you will move to a graveyard.

Mr. BLAKE. Tenderloin, 27 cents a pound. We pay for veal cutlets 26 cents a pound.

Mr. GARDNER. What do you pay for bread baked in the loaf?

Mr. BLAKE. I believe it is 5 cents per loaf.

Mr. GARDNER. Do you know what its weight is?

Mr. BLAKE. No, sir; I do not.

Mr. MEEHAN. It is frequently soggy. I know that, up at the hotels, from experience. It must weigh pretty heavy from the weight of it.

The CHAIRMAN. You get it fresh every day?

Mr. MEEHAN. You are fortunate, Mr. Tawney.

The CHAIRMAN. I do not talk about it myself. It is delivered every day, is it not?

Mr. MEEHAN. That is one of Mr. Smith's fights when he was here. They did not deliver it every day at the hotels. They have done so recently, but they do not do it as a rule.

The CHAIRMAN. Now there are several other organizations that want to be heard on this proposition, but before we take them up I want to ask you a few questions.

Mr. MEEHAN. I want to refer to some figures that I have in regard to bringing the men down here, as to the cost of their transportation, etc. Certainly we have no means of cheating at figures and getting them. We have to depend on their annual report. We figure that it costs to bring a new man down on the Isthmus \$100, \$40 for his transportation toward the Panama Railroad, and his time in transit; then going from this job to the United States and resigning. Even last year, when there was supposed to be a panic in the United States, they employed 754 men in the United States, 1,093 on the Isthmus, 884 reemployed, making a total of 2,731 new men practically employed on the Isthmus in one year.

The CHAIRMAN. Steam-shovel men?

Mr. MEEHAN. No, not steam-shovel men; no. I am not talking about the steam-shovel men, but talking about all the men as a basis. They are all United States citizens—supposed to be, at least—on the gold roll. I am in favor of every man on the Isthmus getting longevity as well as the steam-shovel men.

The CHAIRMAN. Well, if you give every man longevity here, why not have it in the Reclamation Service as well?

Mr. MEEHAN. Do you think that in the Reclamation Service the men have to contend with the conditions that exist down here?

The CHAIRMAN. They have conditions that are just as bad, have they not?

Mr. MEEHAN. I have been in the South and slept along the Mississippi River, in camps along that river, and there is nothing to contend with like this here.

Mr. BOWERS. Are not the conditions the same in sections where the Reclamation Service work is going on as they are in the South?

Mr. MEEHAN. Well, men are practically out in the swamps, are they not, and where malaria exists?

Mr. BOWERS. I do not think that malaria exists in the South, not to any extent, anyway.

Mr. MEEHAN. I contracted it down there, and it took me about three years, when I went north, to get over it; in Tennessee.

Now, going back to these figures in the Isthmian Canal Commission report for 1908, and from 1908 to 1909, the force on the gold roll has been practically doubled, that is the number of men have left and the same number of men have been reemployed. That goes to show that if you pay longevity it would have a tendency to keep the men here. A man going up on his vacation instead of resigning and staying in the United States would say: "Well, I have got 3 per cent or 5 per cent coming to me, and I will go down and get it."

Mr. BOWERS. During the time you were speaking of they were getting longevity pay, so why didn't they stay?

Mr. MEEHAN. According to the conditions that existed in the United States, there was not employment for the laboring people in the United States. They had to go some place if they wanted to live.

Mr. BOWERS. Why did they not stay here if they were getting longevity?

Mr. MEEHAN. They did practically stay.

Mr. BOWERS. You were using these figures to show that the force was doubled.

Mr. MEEHAN. I am saying that the force changes every year, practically, until the last year.

Mr. BOWERS. Notwithstanding longevity?

Mr. MEEHAN. Notwithstanding longevity. They didn't receive it last year; it was cut out.

Mr. BOWERS. Oh, yes, they did; they received it until July 1 of this year.

Mr. MEEHAN. Yes; since then we have employed about 23 steam-shovel engineers. I am not taking this as a basis in regard to the longevity argument. I am looking at the condition of the work to them, and I say it would have a tendency to keep the men here; and

the conditions in the United States in the spring may be that perhaps they will want them here.

Mr. GARDNER. You are not speaking particularly in behalf of the steam-shovel men, are you?

Mr. MEEHAN. I am speaking of the conditions they have to contend with in regard to weather, the only men practically exposed to rain on the Isthmus, outside of the foremen.

Mr. FITZGERALD. You are a shovel man?

Mr. MEEHAN. Yes, sir.

Mr. FITZGERALD. How long have you been on the Isthmus?

Mr. MEEHAN. Five years this month.

Mr. FITZGERALD. How long have these men been on the Isthmus?

Mr. MEEHAN. Mr. Blake about four years, and Mr. Fahey is a new arrival down here.

Mr. FITZGERALD. You state that the shovel men change their clothes three times a day. Where do they make the change?

Mr. MEEHAN. At the room or the house.

Mr. FITZGERALD. Do they leave the shovel and go back to their rooms?

Mr. MEEHAN. At lunch time, yes.

Mr. FITZGERALD. When else?

Mr. MEEHAN. In the evening. Surely you gentlemen don't expect a man to stay around with his working clothes on, his damp clothes, in the night time.

Mr. FITZGERALD. Regardless of the rain, when you work all day on the shovel, and go home at night, don't you change your clothes?

Mr. MEEHAN. Yes; and then you are wet with perspiration from the heat of the boiler.

Mr. FITZGERALD. You say you change your clothes at lunch time and at night?

Mr. MEEHAN. Yes.

Mr. FITZGERALD. When is the other change?

Mr. MEEHAN. In the night time. You go to bed and put on damp pajamas or night clothes, and get into a damp bed, too.

Mr. FITZGERALD. You said you were compelled to make three changes a day. The first change is at lunch time?

Mr. MEEHAN. Yes.

Mr. FITZGERALD. The second is when you have finished your work and go home at the end of your work, and the third is when you put on your night clothes?

Mr. MEEHAN. No, not then. Surely you take off the working clothes when you go home, for if we sit around on the porch, or something of that kind, we don't want our working clothes on. That is three times.

Mr. FITZGERALD. That is only twice.

Mr. MEEHAN. Once at lunch time, once in the evening when you go home and clean up; then you come back—you don't clean up, as a rule, but you go in and find them at the dinner table with the grease still on; they don't wash up as a rule, although there are exceptional cases, excepting where men have families here, and in that case they do.

Mr. FITZGERALD. You go to the hotel first and have your dinner, and then you go home?

Mr. MEEHAN. Yes.

Mr. FITZGERALD. And when else is there any change?

Mr. MEEHAN. Well, you have to change when you get in damp clothes and go to bed in the nighttime. Your pajamas or your night clothes are damp, and your bed is damp.

The CHAIRMAN. What wages do you receive as steam-shovel engineer?

Mr. MEEHAN. At present?

The CHAIRMAN. Yes.

Mr. MEEHAN. \$239.40 a month.

The CHAIRMAN. How much of that is longevity pay?

Mr. MEEHAN. \$210 is the regular scale of wages.

The CHAIRMAN. And \$29.40 represents longevity that you are now receiving?

Mr. MEEHAN. Yes.

The CHAIRMAN. What do steam-shovel men receive, say, in the Iron Range in Minnesota?

Mr. MEEHAN. Well, we will take it on the basis of \$150, with two bonuses.

The CHAIRMAN. When did you work there at that price?

Mr. MEEHAN. I didn't work there, but I worked with Britton & Stratton for seven and a half years. They have a number of shovels up there.

The CHAIRMAN. They pay there \$125 a month, with a bonus of \$25 at the end of the season, and the season is seven months in length.

Mr. MEEHAN. That was last year. They paid \$125 a month on account of scarcity of work.

The CHAIRMAN. They paid it two years ago.

Mr. MEEHAN. When things were prosperous in the United States?

The CHAIRMAN. Yes.

Mr. MEEHAN. According to the report of the United States Government their scale was set at \$153 a month.

The CHAIRMAN. But suppose it is \$153 a month for seven months work?

Mr. MEEHAN. They pay bonuses on the Mesaba Range of \$25 or \$50 for a man staying on the job.

The CHAIRMAN. No.

Mr. MEEHAN. They do.

The CHAIRMAN. They pay a bonus of \$25 a month.

Mr. MEEHAN. And \$50, too, in some cases, for a man staying a season.

The CHAIRMAN. That would be but \$200.

Mr. MEEHAN. Taking those figures at prosperous years. I am not saying that you take them year in and year out.

The CHAIRMAN. For work seven months in the year.

Mr. MEEHAN. Well, take seven months as a basis; that is a short year.

The CHAIRMAN. That is the season, and that is \$1,400 a year. You are getting \$239 a month for twelve months.

Mr. MEEHAN. Yes.

The CHAIRMAN. Now, if you were working on the Mesaba Range, you would have to furnish your own house; that is, you would have to pay your own house rent.

Mr. MEEHAN. Yes.

The CHAIRMAN. And furnish your house?

Mr. MEEHAN. Don't you think I would live?

The CHAIRMAN. Of course; but you would do that out of your salary.

Mr. MEEHAN. Yes.

The CHAIRMAN. You would pay for your own medical attendance and medicines.

Mr. MEEHAN. God forbid that I have ever to get sick here and go up against these fellers.

The CHAIRMAN. But in the event you are taken sick you don't pay for medical attention; and if your family——

Mr. MEEHAN. My wife was taken sick, and I paid pretty dear for it.

The CHAIRMAN. And in addition to that, you would have to pay for your fuel.

Mr. MEEHAN. Not on certain contract jobs you don't have to do it. You go on a contract job just started, and they will furnish fuel for you, put up a house for you, put up a shack as good as they here; it depends upon the year.

The CHAIRMAN. Where do they do that?

Mr. MEEHAN. I worked for Britton & Stratton for seven and one-half years, and I never had to pay for anything. They furnished the fuel.

The CHAIRMAN. Did they furnish water and light?

Mr. MEEHAN. Coal oil.

The CHAIRMAN. What did you get when you worked for them in Tennessee?

Mr. MEEHAN. One hundred and fifty dollars a month.

Mr. GARDNER. How many months in the year?

Mr. MEEHAN. I worked year in and year out for them.

Mr. GARDNER. That does not answer the question.

Mr. MEEHAN. I say that I worked seven and one-half years for them.

Mr. GARDNER. How many months in the year?

Mr. MEEHAN. All the time; never lost any time.

Mr. BOWERS. There was no bonus with that sort of work?

Mr. MEEHAN. No, sir.

Mr. BOWERS. That was \$1,800 a year?

Mr. MEEHAN. Yes; but understand we were living in the United States. We were not barely existing, as we are down here. We have no enjoyments; we are not physically fit to go out in the night-time; in fact, there is nothing here to enjoy.

The CHAIRMAN. Go ahead.

Mr. MEEHAN. Well, so far as I am concerned, that is pretty near all I can give you in regard to figures.

Mr. FITZGERALD. You say that your wife was taken sick?

Mr. MEEHAN. Yes.

Mr. FITZGERALD. Did she go to the hospital?

Mr. MEEHAN. Yes.

Mr. FITZGERALD. How much did they charge a day?

Mr. MEEHAN. At that time they charged \$45 a month. We had a private room.

Mr. FITZGERALD. Did that include medical attendance?

Mr. MEEHAN. Oh, yes; ice, medicine, and everything.

Mr. FITZGERALD. Do you know of any hospital in the United States where you can get that?

Mr. MEEHAN. Yes; in the Presbyterian hospital in New York, for \$50 a month.

Mr. FITZGERALD. A private room?

Mr. MEEHAN. Three in a room, but she has a doctor. She was up here eight months.

Mr. FITZGERALD. We had a hearing here to-day of the medical force. I want to find out your experience. You say that you paid \$45 a month for a private room, and that included all the service?

Mr. MEEHAN. Excuse me just a minute. I think they have raised the price on private rooms since then. I think they are \$4 a day.

Mr. FITZGERALD. I am taking your own experience, because you said you paid very high for it.

Mr. MEEHAN. I think we did in her case.

Mr. FITZGERALD. I am not familiar with that myself, except that I know what I had to pay when I had people in the hospital, which was \$25 a week for a room, and I wanted to know what your experience had been.

Mr. MEEHAN. She had Doctor Hoxie's care in the city of New York in the Presbyterian Hospital, and considered one of the best hospitals in New York.

Mr. FITZGERALD. I just wanted to make a comparison. I didn't want to go into your private arrangements or affairs.

Mr. GARDNER. Have you children of school age?

Mr. MEEHAN. No, sir; I have not. I think possibly Mr. Blake has.

Mr. GARDNER. What does it cost you to have your children go to school here?

Mr. BLAKE. The schools are free.

Mr. GARDNER. How much for text-books?

Mr. BLAKE. They are furnished.

Mr. MEEHAN. They do that for barbarians. The text-books in the schools are free in the United States, with the exception of taxes, and a great number of men here are taxpayers in the United States.

Well, is there any information that you could give us in regard to this longevity?

The CHAIRMAN. There is not any information.

Mr. MEEHAN. We solicit your—

The CHAIRMAN. The matter will receive consideration.

Mr. MEEHAN. We solicit your aid in particular to restore it. You are the man who practically abolished it.

The CHAIRMAN. Oh, no; I have not the influence or the power in Congress to do that.

Mr. MEEHAN. It was according to your remarks, and quoted Colonel Goethals. At that time he said enough, but I think in one of your speeches you say that all of the officials were unanimous in the opinion that the salaries were too high on the Isthmus. I think that every one of the officials has changed their opinion by this time, who has been here for two years.

The CHAIRMAN. We will take this matter under consideration.

Mr. MEEHAN. So will we.

Mr. FITZGERALD. Is there anything else that you wish to say?

Mr. MEEHAN. I don't know of anything else now, but there may be later on.

Mr. McNAMARA. When the longevity was given us it was given us, we supposed, in good faith, as a thing that had come to stay. We

looked forward to it as something we could depend upon until it had reached 25 per cent of the basic rate, if we should stay here that long and the job lasted. But here they go to work and take it away from us. Things of that kind give us a state of unrest, so that we don't know what will be taken away from us next; and while, perhaps, not every man has quit on account of this that took place on the 1st of last July—I don't know of any that are going to go—but I do know that a great many that I have talked with say that they are not as well satisfied as they were before, and they make remarks like this: "I think I have got about all I want of this; I don't know as I wish to stay here much longer." Such remarks as that I hear very much. But whether they will do it or not I don't know. I am not speaking for anybody or saying what anybody will do. But, as I say, it causes a state of unrest, uncertainty. We thought the longevity increase had come to stay, but they cut it off, and we don't know what the next move will be. I don't know that I have anything further to say.

Mr. KEIFER. What pay do you receive?

Mr. McNAMARA. \$233.10 per month.

The CHAIRMAN. Do you occupy family quarters?

Mr. McNAMARA. Yes, sir.

Mr. SHERLEY. Where are your quarters?

Mr. McNAMARA. In Bas Obispo.

The CHAIRMAN. When was your house built?

Mr. McNAMARA. It was built by the French; it is an old French house.

Mr. MEEHAN. There are very few American houses down there.

Mr. SHERLEY. What is the condition of the house?

Mr. McNAMARA. The condition is good. The part that is finished—the lumber part—is well painted, painted recently.

Mr. SHERLEY. What is inside of it in the way of furniture that was furnished by the commission?

Mr. McNAMARA. There are three, I believe, wicker rockers, one wicker chair similar to this one [indicating chair in the room], and another armchair with plain wooden arms and a wooden seat. There is a small refrigerator, a small cooking range, a chiffonier, a dresser, a double bed and a single bed—there may be other things; it is furnished.

Mr. SHERLEY. Is there running water?

Mr. McNAMARA. Yes; running water and sterilized water.

Mr. SHERLEY. Water and bath?

Mr. McNAMARA. Shower bath; yes, sir.

Mr. GARDNER. With a closet inside?

Mr. McNAMARA. Yes, sir.

Mr. FITZGERALD. Have married quarters what is known as drying rooms?

Mr. McNAMARA. I understand that some of them have, but we don't know anything of that kind in Bas Obispo.

Mr. MEEHAN. The bachelors' quarters haven't got them; they haven't got them in the hotels where the bachelors are.

Mr. SHERLEY. Where do you live?

Mr. McNAMARA. In Washington, D. C.

Mr. SHERLEY. What did you pay for house rent there?

Mr. McNAMARA. Thirteen dollars a month.

Mr. SHERLEY. What sized house?

Mr. McNAMARA. Four-room flat.

Mr. SHERLEY. What part of the city?

Mr. McNAMARA. On Quincy street, NE.

Mr. SHERLEY. Was it furnished or unfurnished?

Mr. McNAMARA. Unfurnished, excepting the cooking range.

Mr. SHERLEY. Was light and heat furnished?

Mr. McNAMARA. No, sir.

Mr. SHERLEY. You paid extra for that?

Mr. McNAMARA. Yes, about \$1.75 a month, I think, but I never kept any track.

Mr. MEEHAN. How much did it cost you to live in Washington?

Mr. McNAMARA. About \$45 to \$65.

Mr. MEEHAN. Including rent?

Mr. McNAMARA. Including rent.

Mr. MEEHAN. How much does it cost you here?

Mr. McNAMARA. Well, it costs me from—anywhere from \$65 to \$90.

Mr. SHERLEY. What character of living do you refer to?

Mr. McNAMARA. What do you mean?

Mr. SHERLEY. I mean, do you live on the same scale here that you lived in Washington?

Mr. McNAMARA. As near the same, in a small way.

Mr. MEEHAN. Excuse me, but you can not get the same scale of living here as in Washington.

Mr. SHERLEY. Excuse me, but I am trying to get your friend's experience. If I understand you, you paid \$13 house rent, \$1.75 for gas, something for water, and your living expenses in Washington?

Mr. McNAMARA. I paid nothing for water; that was included with the house.

Mr. SHERLEY. Your living expenses were \$45 a month. You say here that without house rent, without water or light or heat to pay for, that your living expenses are—

Mr. McNAMARA. About \$65. I haven't any figures for this. I don't keep exact track of it, but about \$65 to \$90.

Mr. SHERLEY. What did you pay for fuel in Washington?

Mr. McNAMARA. I used gas in the summer time.

Mr. SHERLEY. And what did it cost you?

Mr. McNAMARA. My gas bill would run about somewhere from \$1 to \$2; it would vary from month to month.

Mr. SHERLEY. That included both illuminating and heating gas?

Mr. McNAMARA. Yes, sir.

Mr. SHERLEY. And your expenses here for living are double what they were in Washington?

Mr. McNAMARA. I didn't say that.

Mr. SHERLEY. But your figures make it double if you take out the house rent, which you do not pay here, and your light. That would leave your expenses in Washington for a month about \$25 or less. Now, your expenses here, you say, are about \$65. That is more than double.

Mr. McNAMARA. Well, I am talking of my entire living expenses in both places. Of course I have not itemized it; figured it out, as you seem to have done.

Mr. SHERLEY. But I am taking your own statement. I want to find out what makes your cost so excessive, according to your statement.

Mr. McNAMARA. That is something I don't believe you can find, and I don't see how anyone can explain it. You will hear a great many men say that they don't know how it is.

Mr. SHERLEY. It must be very easily explained, because you know what you buy.

Mr. MEEHAN. He explains it in the commissary prices.

The CHAIRMAN. What did you pay for coal in Washington?

Mr. MEEHAN. Seven dollars and fifty cents a ton.

Mr. McNAMARA. I think from \$4.50 to \$6 or \$7.

Mr. FITZGERALD. It is \$7.25 a ton.

Mr. MEEHAN. Seven dollars a ton in Washington.

Mr. BOWERS. It is \$7.75 a ton put in.

The CHAIRMAN. You use about 2 tons a month.

Mr. MEEHAN. You will not use 2 tons a month in a 4-room flat.

Mr. FITZGERALD. Do you heat the whole flat?

Mr. McNAMARA. No, sir.

Mr. FITZGERALD. Just used it for cooking?

Mr. McNAMARA. All the heat we had was a heating stove in the sitting room and what we would get from the range in the kitchen.

Mr. FITZGERALD. Did you have heat there outside of the heat you furnished yourself?

Mr. McNAMARA. Nothing at all.

Mr. FITZGERALD. That means that you did furnish the heat for the entire flat?

Mr. McNAMARA. What I had; yes.

Mr. SHERLEY. Have you any children?

Mr. McNAMARA. Yes, sir.

Mr. SHERLEY. Do you mind stating the size of your family? I am asking this to get a basis of your expenses.

Mr. McNAMARA. A wife and three children.

Mr. SHERLEY. All with you?

Mr. McNAMARA. No, sir.

Mr. GARDNER. Mr. McNamara, have you kept any itemized account of your expenses for food before coming to Washington, and have you done the same thing since you came here?

Mr. McNAMARA. No, sir.

Mr. GARDNER. So it is an estimate simply?

Mr. McNAMARA. I have not in either case kept an itemized account of my expenses.

Mr. GARDNER. Have you kept an account of your monthly expense by the month regularly, so that you know what it costs you a month in either place?

Mr. McNAMARA. I have not kept any account to know to a certainty just what it costs. One knows what his income is and he knows what he has left. That is all.

The CHAIRMAN. How long have you been here?

Mr. McNAMARA. Since June, 1906.

The CHAIRMAN. What were you doing before you came here?

Mr. McNAMARA. Steam-shovel man, same as I am now.

The CHAIRMAN. What rate of pay did you receive before coming here?

Mr. McNAMARA. I think I was receiving \$100 a month as craneman.

The CHAIRMAN. You are now receiving \$233 a month?

Mr. McNAMARA. Yes, sir.

Mr. BOWERS. Did you begin work here as a steam-shovel man or a crane man?

Mr. McNAMARA. I began here as a crane man.

Mr. MEEHAN. He came here as a crane man.

The CHAIRMAN. What did you get as a crane man?

Mr. McNAMARA. One hundred and eighty-five dollars a month.

The CHAIRMAN. How long did you work as a crane man before you became a steam-shovel engineer?

Mr. McNAMARA. About four months. I got my promotion at that time from my experience in the States, I presume. I had been a craneman about six years in the States.

Mr. MEEHAN. Gentlemen, if there is any rumor in regard to this charge for rent, fuel, etc., we would consider it a cut in wages.

Mr. McNAMARA. I did not come up here to make any complaint, but merely to say—

Mr. FITZGERALD. We are glad to have you make any statement.

Mr. McNAMARA. I just merely wanted to make a statement—tell what the facts are in regard to this feeling of unrest on account of longevity pay being taken off.

The CHAIRMAN. But it has not been taken away from you to any extent, has it?

Mr. McNAMARA. It has. The further increase has been stopped.

The CHAIRMAN. Two hundred and ten dollars is the basic rate?

Mr. McNAMARA. Yes, sir.

The CHAIRMAN. You are getting \$33 a month longevity pay now.

Mr. GARDNER. Perhaps this new man would like to say something.

Mr. FAHEY. I have been in the shovel business for about twenty-four years, and have been down here at the \$210 rate; and, to be candid, I came down here on account of the scarcity of work in the States. Two years ago you could not have induced me to come to the Isthmus. I was stationed in the city of Washington for seven years, starting at the rate of \$150 a month, and had a competence for my family and home. But that time has gone. Now, there is a crane man on this job at the present date getting equally as much money as I am getting, and I haven't got any chance in the world ever to redeem myself since longevity is taken off.

Mr. GARDNER. How long have you been here?

Mr. FAHEY. About three months.

Mr. GARDNER. Did you expect longevity pay when you came here?

Mr. FAHEY. It was not in existence when I came. What I am saying is that every crane man on the job with us is getting equally as much money as I am getting.

Mr. GARDNER. But did you expect longevity when you left Washington to come down here?

Mr. FAHEY. It was not in existence at the time, but it was in existence previously.

Mr. SHERLEY. Do you make your plea for increased compensation on the ground that some crane men are receiving as much as you are?

Mr. FAHEY. No, no; I am taking it as a comparison.

Mr. SHERLEY. That comparison is made possible by the fact that these men did receive longevity pay?

Mr. FAHEY. They did; yes, sir; that is right. But it is not given to a man coming down here—

The CHAIRMAN. It was not an inducement for you to come down here to get employment, was it?

Mr. FAHEY. No, sir.

Mr. SHERLEY. Do you think that the fact that a man who has been here previously, and who has had an advantage, warrants you in asking an advantage when you came here knowing the conditions?

Mr. FAHEY. I knew the conditions when I came here thoroughly. I knew that it was abolished at the time I came down here.

Mr. SHERLEY. Do you think, then, knowing that, and coming with that understanding, that the fact that other men still have their increase of pay is any warrant for your asking increased pay? Must not your own case stand on its own bottom irrespective of the other men?

Mr. FAHEY. It is standing there, and no chance to improve.

Mr. SHERLEY. I understand; but if I understand your position, you are asking a change for the reason that crane men get the same pay that you do?

Mr. FAHEY. Not all of them, but some of them.

Mr. SHERLEY. And I am asking you if that is a real reason? Don't you think that your case ought to be determined on its merits, irrespective of the crane man's case?

Mr. FAHEY. A man at that rate is not getting pay for service at all in proportion.

Mr. SHERLEY. But is it a question of proportion? Have you a right to complain as to what the other man gets if you get what is right?

Mr. FAHEY. I ain't finding fault with what he is getting in the world. He is deserving of what he is getting. But it puts me in the position that I can not get higher. I can not get the 5 and 3 per cent that is due.

Mr. SHERLEY. That would also be true of any crane man who comes now, would it not?

Mr. FAHEY. Yes.

Mr. SHERLEY. And you came knowing the conditions?

Mr. FAHEY. The conditions existed when I came down here; yes, sir.

Mr. BLAKE. Gentlemen, we thank you for your attention and hope that you will remember us when you get to Washington.

STATEMENTS OF MESSRS. H. J. WHITE, CRAWFORD MOORE, AND WILLIAM ATKINSON, REPRESENTING HOURLY EMPLOYEES ON THE GOLD ROLL.

The CHAIRMAN. Gentlemen, what class of employees do you represent?

A MEMBER OF THE GROUP. The hourly employees on the gold roll. There is a man from every trade and from every place on the zone.

The CHAIRMAN. There are a number of gentlemen who wish to be heard yet, and we have been obliged to give one or two men the opportunity to speak for their class of employees. Have you selected anyone to speak for you?

Mr. WHITE. They have asked me to do the talking for this bunch.

Mr. FITZGERALD. What position do you occupy?

Mr. WHITE. Machinist in the Gorgona shops. We have just got a small organization, the Trades Council, we call it, of the Canal Zone. Our object is to get vacation with pay. We have tried to get it for two or three years, and the nearest we got was the Secretary of War gave us two weeks vacation. We just got the order; it came out to-day officially.

The CHAIRMAN. Two weeks vacation with pay?

Mr. WHITE. Yes, sir; that is to cover the transit time traveling back and forth to the States. Well, what we want is the same as all the other employees get.

Mr. FITZGERALD. Are you an hourly man or a monthly man?

Mr. WHITE. An hourly man on the gold roll.

The CHAIRMAN. Do you mean to say that all the other employees get more than two weeks?

Mr. WHITE. Yes; they get six weeks.

The CHAIRMAN. All of the monthly and annual people, yes; that does not include all the other people employed on the Canal Zone.

Mr. WHITE. Only American citizens, that is all we are talking about. Well, we have been trying to get it for nearly three years, and we have been to see all of the officials all the time that came down here, and we were up to see Mr. Taft. There was a congressional committee down here—

Mr. FITZGERALD. Mr. White, what we wish to have you do is to state the reasons upon which you base your request for the six weeks vacation with pay.

Mr. WHITE. The reason is because we think we are discriminated against. There are not very many of us; there is between 1,000 and 1,200 of us, and it would cost in the neighborhood of \$200,000 to give us a vacation with pay, where it costs about \$790,000 to give the monthly men vacation with pay, a year. Now, they figure that it would cost \$235,000 to give all the hourly men on the gold roll vacation with pay every year. It would not take that much, because they do not earn it. They do not stay down here that long. Not more than half of them would take advantage of this vacation with pay; they would not be entitled to it.

The CHAIRMAN. When you work overtime you get paid time and a half, do you not?

Mr. WHITE. We did do that at first; some overtime at first, before we got the work organized like it is now. But there is very little overtime; it don't amount to quite 5 per cent—between 4 and 5 per cent.

The CHAIRMAN. I know, but if you work overtime you get paid at the rate of time and a half, don't you?

Mr. WHITE. Yes, sir.

The CHAIRMAN. But if the monthly men work overtime, they do not get any extra pay at all, do they?

Mr. WHITE. They used to get lay-over days, but I believe that has been cut off.

The CHAIRMAN. I know it has. They do not get extra compensation when working more than eight hours, either the monthly or the annual men.

Mr. WHITE. Yes, some of them do. Some of them get a day a week in, where they have to work regularly right straight through and go down to the shops on Sunday, and there is repair work to do,

they get a day off in that week, or in a month, and they are allowed time for it.

Mr. SHERLEY. For their Sunday work?

Mr. WHITE. Yes, sir.

Mr. SHERLEY. How about their weekly work? They work longer than eight hours during the week, don't they?

Mr. WHITE. Well, they don't have to do that very often, because they generally get hourly men that they trust this work to, that are working the overtime anyway.

The CHAIRMAN. But, as a rule, the monthly and annual men get no compensation for overtime. Say a clerk works twelve hours a day, he does not get any pay for it?

Mr. WHITE. And we don't want overtime, either; we don't want a bit of overtime. That is the hardest kind of work. If they bring in something that is broken down and want it fixed in a hurry, they have to work nights on it, and that is an advantage to the Government and the commission to have that work done.

The CHAIRMAN. And you get time and a half for it?

Mr. WHITE. And we generally do work for it, too.

The CHAIRMAN. What compensation do you receive now?

Mr. WHITE. Seventy cents an hour now. I started in at 65 cents, and got longevity pay for two years. They have taken that away now.

The CHAIRMAN. You get 70 cents an hour for eight hours, or \$5.60 per day?

Mr. WHITE. Yes, sir.

The CHAIRMAN. Where did you work before you came down here?

Mr. WHITE. I worked in a good many shops, about 20. The last place I worked was the Washington Navy-Yard experimental shop.

The CHAIRMAN. What rate of compensation did you receive there?

Mr. WHITE. I think it was \$3.48 a day then, but the pay has been raised twice since I left there. It is \$3.76 now.

The CHAIRMAN. Machinists are getting 30 to 40 per cent more here than in the navy-yard?

Mr. WHITE. It looks that way, but if you consider the cost of living and the transportation back and forth, we really don't get any more.

The CHAIRMAN. Your transportation down here was paid?

Mr. WHITE. It was paid down here, but I have been back twice, and paid my way both ways.

The CHAIRMAN. If you remain two years your transportation is paid back, is it not?

Mr. WHITE. Yes, sir.

The CHAIRMAN. You are saving a little over 50 per cent above the \$3.76 rate; that is, \$5.60 a day, for eight hours, is more than 50 per cent in excess of \$3.76 a day. It is \$1.84 more than \$3.76, which is more than 50 per cent.

Mr. GARDNER. You have a family?

Mr. WHITE. Yes; I have a family in the States that cost me almost as much—

Mr. GARDNER. They are not here?

Mr. WHITE. I could not afford to bring them down and keep them.

Mr. GARDNER. Do you know relatively the cost of keeping a family here and in Washington?

Mr. WHITE. No; I don't know.

Mr. GARDNER. Is it more or less?

Mr. WHITE. Well, I guess it would cost more down here—I am sure it would.

Mr. GARDNER. If you paid rent in Washington, do you think it would cost more here?

Mr. WHITE. Well, I don't know—I don't know about that.

Mr. GARDNER. If you counted interest on your furniture and wear and tear on your carpets, and everything, it would all enter into the expense of a household?

Mr. WHITE. Yes, sir.

Mr. GARDNER. What we want to know are the facts in the case as to the cost here and at home. We hear much about the perquisites that you get.

Mr. WHITE. Well, I don't see where they could enter into the case at all. We just come here to get what the others get. If it costs us more or less it costs the others the same, and they get vacations with pay and we don't.

The CHAIRMAN. You fail to distinguish between their service and yours. The Government has a right to call upon them for extra work at any time and in any amount, without any additional compensation. The Government can not call upon you for a minute of overtime without paying you, and paying you at the rate of time and a half. That is supposed to make up some of the difference between the privileges, so far as vacations are concerned. In addition to the two weeks' vacation that you now receive, you also have sick leave, have you not?

Mr. WHITE. Yes, sir; and the monthly men get that, too.

The CHAIRMAN. I understand they all get that. They get thirty days' sick leave. Then if you are injured, engaged in hazardous work, which would be the case in case of machinists, after the first fifteen days you are paid, no matter how long the injury or disability prevents you from working, up to the full time of a year. You get that pay. The clerks here do not get it. They do not get any compensation for injuries, because their work is not hazardous employment.

Now, gentlemen, there is not any disposition upon the part of this committee to discriminate against the people who are employed on the Canal Zone. We all appreciate the work that you are doing down here, and the Congress of the United States does. But we are responsible to the people of the United States for the aggregate cost of this great work that is going on here, and the labor cost is one of the chief items in the cost; and this committee, perhaps, more than any other committee of Congress, is responsible for that cost, because it must originate the appropriations that are made to defray the expense incident to the construction of this canal. And if we make appropriations or recommend the making of appropriations for paying of compensation that will enable the employees down here to draw pay far in advance of the pay in the States for like employment our constituents, to whom we must answer, will hold us responsible. It is not a matter of sympathy. If it was you might expect this committee to give you six months' leave of absence with pay. But it is a matter of what is just and right as between the employees here and the people who have got to pay this expense. That is the way it appeals to us; and of

course while we are willing to do what is right, yet we can not go to our constituents and justify an unreasonable rate of wages or labor cost down here for this work. If we do, somebody else will take our seats in Congress very quickly.

Mr. WHITE. Don't you think it is worth a little more to work in this country? This is not a white man's country.

The CHAIRMAN. I understand that, and I recognize that you are getting \$5.60 a day as a machinist, and that you are getting a great deal more than you can get in the States. I have worked at your trade myself in the States.

Mr. WHITE. Don't you know that the machinist's trade is being paid for at from 60 to 80 cents an hour?

The CHAIRMAN. You are getting 50 per cent more than the machinists in the navy-yard, and they are getting the highest rate of pay of any machinists in the States.

Mr. WHITE. Oh, no; in the automobile shops in the West they are paid 65 to 80 cents an hour for special work. We require just as good a class of men for some of our work as any place in the States.

Mr. FITZGERALD. Have the men you represent any complaint about the quarters you have, or the prices charged by the commissary department?

Mr. WHITE. We are not prepared to take up anything now but the leave with pay.

Mr. FITZGERALD. I wanted that as a matter of information. One of the things we want to find out, if we can, is what the conditions are under which you labor, and whether the organization is such that you are properly cared for. We may not have another opportunity of examining as many men as there are in a gathering like this. You have an organization. Whatever grievances you have are discussed there, and whatever things you think should be remedied are gone over there. I wanted to know whether there is any dissatisfaction with the quarters, or with the prices that are charged for the food you consume.

What are you employed at, Mr. Moore?

Mr. MOORE. Machinist at the Panama Railroad shops.

Mr. FITZGERALD. Are you living in married or single quarters?

Mr. MOORE. Married, but my family is not here. I am living in bachelor's quarters.

Mr. BOWERS. At what point?

Mr. MOORE. At Cristobal. Do you wish to question me, or may I make a few remarks?

The CHAIRMAN. Make your statement of the conditions.

Mr. MOORE. Now, for four years we have been working under conditions that we think are both unfair and unjust. The monthly men enjoy six weeks' leave with pay. The hourly men do not enjoy that privilege. We have gone before different committees, and the argument up to the present time has been that our overtime compensated us for the lack of six weeks' leave. President Roosevelt sent a special committee down here, the Reynolds committee, to investigate that matter. They investigated that matter thoroughly, and made a report on it which no doubt you gentlemen are familiar with.

In that report he said:

Vacation privileges should be granted to all "gold" employees on equal terms. The present distinction in relation to vacation with pay between monthly and hourly men should be abolished, since the distinction does not appear to be justified by an examination of the facts upon which it is based. The ground for declining to allow the hourly men vacation with pay is that they already are receiving time and a half for overtime, which the monthly men are not receiving. The question then is, Do the facts show that they receive an amount approximately equivalent to the sum which they would otherwise receive for the six weeks' vacation with pay?

Of the time earned in the month of February, 1908, by shop mechanics, 4.56 per cent was overtime. In computing this average it was found that the men employed in the Paraiso shops worked 12 per cent overtime, and those employed in some other shops had no overtime at all. In fact, a numerical majority of the mechanics earned little or no overtime. But since the principle is made to apply to all, the average benefit must be considered.

The total possible earnings of a mechanic paid by the hour at the rate of 65 cents per hour, at which rate the greater number of shop mechanics are employed, and who takes his vacation on his own time, amounts in a year to \$1,465.20. Assuming that the overtime of all amounted to 5 per cent, that being the actual percentage of overtime in April, 1908, the total overtime earnings per capita would be \$73.26 for one year. The regular earnings of hourly men receiving 65 cents per hour would amount to \$187.20 for six weeks. If overtime work by the mechanics was considered as a substitute for a vacation with pay, it is evident that the actual average overtime pay is not a fair offset to a vacation with pay.

"Gold" monthly men during the month of April, 1908, were paid \$530,191.04, and "gold" hourly men \$157,145.26. Considering this month as a basis for comparison, the cost of the six weeks' vacation granted to the monthly men amounts to \$795,286.56. The cost of granting an annual vacation with pay to the "gold" hourly men, figured on the same basis, would amount to \$235,717.89. On the basis of the month of April, the total earnings for one year of the "gold" hourly men would be \$1,885,743.12. Estimating overtime for all on the basis of 5 per cent, the amount representing overtime would be \$94,287.15. This amount certainly can not be considered as an offset or in any way equal to the amount of \$235,717.89, which would be the cost of granting them vacations with pay on the same basis as the monthly men.

Considering the whole subject of the extensive six weeks' vacation with pay, we understand, both from the statement of Colonel Gorgas, the chief sanitary officer, and from the arguments of the men, that this length of time was granted because it was supposed to be in the interest of health to give to the men an opportunity to secure annually a change of climate. Assuming this to be the case and recognizing the great expense involved to the Government in providing reduced rates of transportation at a positive loss, in sacrificing the services of men for six weeks in order to give them a month at their homes, with all the incidental demands on their accumulated savings, we urge the consideration of substituting for the six weeks' vacation with pay every year the same vacation every two years, and on alternate years the provision of a month's vacation in some nearby place or places, where a change of climate and of air could be obtained. The difference between the climate of the mainland and that of the island of Taboga suggests the possibility of establishing a vacation home there, board being provided at reasonable rates.

That is the report of the Reynolds committee.

Mr. FITZGERALD. Will you take up the other question, Mr. Moore? The question I wanted to get an answer to was whether the men who are represented here have any complaint to make about the quarters and prices of commodities.

Mr. MOORE. I do not think they have any complaint to make of the quarters or prices. We expect to pay greater prices down there than in the States. That is why we expect to get greater pay. The thing we think we should have is this—it narrows itself down to this: We are here as hourly men; we are just as conscientious as the monthly men. We are no more healthy than the monthly men are, and we think every man on the Isthmus should be placed on the same fair footing. We do not ask any advantage over anybody, but what we want is to be placed on the same footing with every man on the Isthmus.

The CHAIRMAN. You occupy bachelor quarters on the Isthmus?

Mr. MOORE. Yes.

The CHAIRMAN. You pay nothing for your quarters?

Mr. MOORE. Nothing for the quarters.

The CHAIRMAN. They are taken care of at the expense of the commission?

Mr. MOORE. Yes; they are nice and neat and clean, and we have no fault to find with them.

The CHAIRMAN. Where do you board?

Mr. MOORE. At the Cristobal Hotel.

The CHAIRMAN. What board do they charge?

Mr. MOORE. Twenty-seven dollars a month.

The CHAIRMAN. Outside of that, you have no other living expenses, except your clothes?

Mr. MOORE. Only laundry, and so forth.

Mr. SHERLEY. I could not get it from your reading, but I want to ask you if anything was said in the report about monthly men working overtime without receiving compensation.

Mr. MOORE. That is a mistake that everyone makes. The monthly men work very little overtime. The steam-shovel men, when they work overtime to-day, get their lay-over days.

Mr. FITZGERALD. No; they do not.

Mr. MOORE. The machinists do; yes, they do.

Mr. SHERLEY. When they work on Sundays, is not that only——

Mr. MOORE. They do not get leave for it as they formerly did. But now, if they work Sunday, they lay off Monday.

Mr. SHERLEY. But how about the men who work overtime at night?

Mr. MOORE. If they work overtime at night they lay off next day. They are allowed so many hours of lay off.

Mr. FITZGERALD. Let me understand: If they work Sunday they get a day off? Suppose they work on Monday an hour overtime, they do not get that hour off the next day, do they?

Mr. MOORE. No; but these men get \$175 a month.

Mr. FITZGERALD. They get \$210 a month, do they not?

Mr. MOORE. No. I mean the mechanics.

The CHAIRMEN. How many mechanics are there on the monthly roll?

Mr. MOORE. I think there are about 1,200 of us.

The CHAIRMAN. On the monthly roll?

Mr. WHITE. Just a few.

Mr. MOORE. There may be 50 or 100.

Mr. FITZGERALD. You speak of monthly men getting time off. If they work Sunday they get a day off, but if they work an hour overtime on some other day, is it your understanding that they get the next day off?

Mr. MOORE. No; but they get an excess of pay. They get \$175 a month. The rule here is that you can not work 50 hours overtime.

Mr. FITZGERALD. Fifty hours a week?

Mr. MOORE. Those do get overtime; they get \$175 a month, while we get only \$145.

The CHAIRMAN. What class is it that gets \$175?

Mr. MOORE. Those are hourly mechanics.

Mr. WHITE. Down here at some places they put in machinists on the monthly roll, if the men want to do that, and raise them from

\$140 up to \$175; but the machinist has to work overtime more than it would amount to to get his six weeks' leave with pay by being on the monthly roll. They made a proposition to us some time ago to put all the hourly mechanics on the monthly roll, but we turned that right down, because we knew that every foreman of every department would try to make a good showing in his department and he would just work us to death. [Laughter.]

Mr. SHERLEY. So you think these monthly mechanics are worse off than you are?

Mr. WHITE. I know that many of the bosses will come down on Sunday and go through the motions of taking an interest in the work if they have a few men working overtime, and on their own account those bosses would prefer to see their men working overtime in preference to their taking a vacation with pay.

Mr. MOORE. In our papers it is stated that leave is not a vested right. It lies entirely with the commission, who shall have leave and who shall not. We think it unfair that the commission shall single out a steam-shovel man, an engineer, or conductor and give him leave, and deny us the same privilege.

The CHAIRMAN. That is true generally throughout the public service, is it not? Leave with pay is not a vested right to any employee.

Mr. MOORE. That is why we have a little grievance here. Why should some men be singled out for that leave and others be deprived of it? We are giving as good service as any men on the Isthmus. We are putting forth our best efforts. We are all patriotic American citizens. We will throw our hats up just as high in the air as anyone when this work is done.

Mr. SHERLEY. You think that some of the men have the right to leave on the monthly roll. You do not say there is any discrimination amongst yourselves as to getting two weeks' leave.

Mr. MOORE. No; there is no discrimination among ourselves.

Mr. FITZGERALD. I understand that the Secretary of War has decided to give two weeks' leave with pay to hourly men.

Mr. MOORE. Yes.

Mr. FITZGERALD. That makes all classes of employees correspond with the law in the States regarding employees in the government service. Let me explain it to you. The great bulk of the per annum men in the public service get thirty days' leave. Some get fifteen days' leave in the postal service. Under an act of Congress, passed six or seven years ago, the mechanics in the navy-yards, arsenals, and other places get fifteen days' leave in a year, and this order of the Secretary of War will now place the mechanics down here on the same footing with other mechanics in the government service in the States.

Mr. MOORE. It does not do that. The mechanics in the Washington Navy-Yard get fifteen days' leave with pay. They get Saturday afternoons off during July, August, and September; that is, for the summer time. We have this weather down here the year round. They have it only three months in the year up there. We have a right to the same consideration all the year.

Mr. FITZGERALD. They have had that for three years by executive order of the President, by which they get the Saturday half holiday, but outside of the Saturday half holiday, the order of the Secretary is an attempt to place the mechanics here on the same footing as the mechanics in the States.

Mr. MOORE. I suppose that was the object in placing us to that extent on the same footing with the employees in the navy-yards and arsenals. He says that is as far as he can go. But we ought to be put on the same footing in all respects. You gentlemen have been down here ten days, and you have struck some nice muddy weather. We have been down here for years in this stuff. It is a little more rainy in the wet season than in the rainy season. That is the difference. [Laughter.]

Mr. BOWERS. I understood you to say that in some of the shops some of the foremen would put men on the hourly roll, and in some of the shops they would transfer them from the hourly to the monthly roll, but that the men refused to do it because the overtime that they work more than pays up for the six weeks' leave.

Mr. WHITE. It surely more than does it sometimes. There is one shop in particular that has several men like that, and they wish they had not gone on that roll. The machinists that went on that roll regret that they have done so.

Mr. BOWERS. Then the overtime they make overbalances the six weeks' leave they would get?

Mr. WHITE. Yes; because the bosses rub it into them for getting on that roll.

Mr. MOORE. Some of the foremen take advantage of a man, and because he works by the month they think he should work thirty days in the month and twenty-four hours in a day, and we do not believe it is the intent of the Government of the United States when we are on the monthly roll to work us more than eight hours a day except in extraordinary cases, and in those cases every one of us is willing to do that.

Mr. BOWERS. You would not be willing to surrender the hourly wage scale and go on the monthly roll in order to get the benefit of the six weeks' leave?

Mr. WHITE. Yes; I believe the great majority of the men would be willing to do that if they would keep the force up in sufficient numbers to do the work. They can hardly keep the force up now. In the blacksmith shops, in the Gorgona shop, they had down 20 men in two months, and there are only 10 men left there now, and in the boiler shop they have had about 15 new men in the last few months, and some of them did not last ten minutes and got discharged right away. They had the trip, though. It is better to give the men some leave and advantages and make it to their advantage to stay. Frequently a man comes down here and gets discharged as soon as he can and is sent back to the States. They are not the right kind of people to work here.

Mr. BOWERS. The difference between hourly and monthly men is not six weeks' but four weeks' vacation, is it not?

Mr. WHITE. Four weeks, after this order comes out.

Mr. BOWERS. Would they be willing to go on the monthly roll in order to wipe out that difference?

Mr. WHITE. I do not think they would.

Mr. BOWERS. Your idea, then, is that the reduction of the discrimination, or what you regard as a discrimination, to four weeks brings them so nearly together that they would refuse to surrender the advantage of the hourly roll in order to get the four weeks more leave?

Mr. WHITE. I would not like to say that, but they certainly want to get the discrimination wiped out entirely and have all of us put on the same equal footing.

Mr. SHERLEY. Do you think you would be on an equal footing if you had six weeks' leave with pay, as the monthly men do, and still get extra pay for overtime work?

Mr. WHITE. Yes, sir; because we do not want the overtime work at all and when you do it you more than earn it.

Mr. SHERLEY. I know; but how about the other fellow who does overtime and does not get anything for it?

Mr. WHITE. Don't you think we ought to get overtime for that?

Mr. SHERLEY. What I am asking you is whether it would be fair if you would get six weeks' leave and get extra pay for overtime work. Wouldn't they then have ground to complain of discrimination?

Mr. WHITE. I do not think we would kick very much, even without overtime work. It would not amount to as much as six weeks' leave would amount to.

Mr. SHERLEY. I thought you just stated, in answer to Mr. Bowers, that you did not think the men would be willing to go on the monthly roll.

Mr. WHITE. That was the opinion some time ago, nearly two years ago. They did not want to go on the overtime because we could not keep the force up, and we knew very well that the work would have to go on, and that they would work us all kinds of time—work us to death, in fact.

Mr. SHERLEY. If the overtime demanded of you would not be in excess of the overtime demanded of the monthly men, then you would be perfectly willing to go on the monthly roll?

Mr. WHITE. We would be satisfied all right if we did not have to work overtime any more than the monthly men do. If we were put on the monthly roll, we would be willing to work up to the limit of overtime that we do now.

Mr. GARDNER. I understand that yourself and others for whom you speak have no fault to find with your quarters, the price of your food, the quality of your board, and your hospital attendance, and so forth, but that the only complaint now is that you are discriminated against in the matter of vacation.

Mr. WHITE. That is the only thing we complain of now.

Mr. GARDNER. You have no other complaint to offer?

Mr. WHITE. There is bound to be complaint. The room I occupy is very damp, and my clothes are wet and moldy. I can not keep them dry at all.

Mr. GARDNER. So are mine. Where do you classify this weather we are having—as rainy or wet?

Mr. WHITE. This is wet weather. In wet weather it rains twenty-four hours a day. In rainy weather it rains only sixteen or eighteen hours a day. [Laughter.]

There is one subject that has not been mentioned to-night, and I think it is a proper subject for congressional action—

Mr. KEIFER. Before you go into that I want to know, Mr. White, whether you figure on making a discrimination in the matter of absence or leave with pay as to the length of time you have been at work here. Would you put the new men and the old men on the same basis?

Mr. WHITE. Oh, no.

Mr. KEIFER. What would you do with reference to that?

Mr. WHITE. Well, if granted six weeks' leave with pay, whenever a man's vacation came next time it would not disarrange anything. Whenever a man's vacation came next time let him take it with pay.

Mr. KEIFER. Suppose a man was down here less than a year. Would you give him the same leave as the man who had been down here two or three years?

Mr. WHITE. No; only according to the length of his service.

Mr. FITZGERALD. He would have to work a year before he would be entitled to his leave.

Mr. KEIFER. Would the man who had been down here a year have the same leave as those who had been here three or four years?

Mr. MOORE. If you would go back and give us the leave we think we ought to have, we would be glad to get it. If we were up in the States, where we could get at people and push the case through like we did in the navy-yards and arsenals, I think we would be able to get along. Why, even the niggers working in the departments up in Washington get thirty days' leave with pay. We work here under very disadvantageous conditions, and that is most all of the time.

Mr. KEIFER. Your suggestion is you would make no discrimination on account of the length of time of men employed on the hourly roll?

Mr. WHITE. The old men ought to have some advantage, when they have come down here when the mud was everywhere and there were not any streets at all to walk on. It seems that the old men ought to have some advantage—the men who have made the conditions what they are now. I have been down here three years; in four more days I will have had three years down here.

Mr. MOORE. The commission three years ago thought they would settle that thing to our satisfaction. They offered us longevity, which we were glad to accept. It would give the old men an advantage over a new man, because, as we thought, a man who has been down here one or two or three years is a better man and understands the work better than a new man who comes down here and first starts in, and the old man is worth more money than the man who comes down here two or three months and draws his boat money. But some Congressman inserted a little clause in the appropriation bill to the effect that none of that money would be paid for lay-over days and longevity, and there you are.

We think that the man who stays down here three or four years should be granted that little extra privilege. We think that that should be put back. We believe we are better men than new men can be. We are acclimated, we understand the work, and we think we are worth more to the Government than new men, and we think that should be provided for.

Mr. WHITE. Day before yesterday I was talking with the foreman in our shop about some of the men quitting. Six of the men in our shop are going to quit. One has been here four years, two have been here two years and a half, and one has been here a little over a year. The foreman says to me: "I don't know what I will do now. The work is running pretty well, but the work is back some." He says: "These old men, I can throw them a drawing, and they go ahead and do that, and the work goes on; but I don't know what I will do with a new man. I expect I will have a picnic," he said. They all have an

impression that the man who has been down here a long while is more familiar with the work and is a better man than a new man can possibly be. Of course they should be.

Mr. KEIFER. There was some new matter that you wanted to call attention to. I interrupted you.

Mr. WHITE. It was in regard to the longevity that we had been enjoying until the last session of Congress. That was denied us because there was no money appropriated to pay it, and consequently, we do not enjoy it. But we feel we are deserving of it, that the money is well spent, and that you Congressmen who are familiar with the work know that the Government is spending thousands of dollars in sending men down here who do not stay. They come down here for a vacation and get their boat money, and then go back.

Mr. FITZGERALD. Does a man get transportation before he is here two years?

Mr. MOORE. He has to be here two years, but he gets a rate back.

Mr. FITZGERALD. That does not cost the commission anything to send a man back unless he has been here two years?

Mr. MOORE. If your services are dispensed with and no longer required at any time, you get free transportation back.

Mr. FITZGERALD. Yes; but if a man works and quits himself he must pay his own way back, so that if these men who come down here and work twenty minutes quit they must pay their own transportation back?

Mr. MOORE. Yes; but they get their boat money from New York, and they stay here a few days and then go back.

Mr. FITZGERALD. A man in order to be employed down here has to furnish pretty satisfactory references, has he not?

Mr. MOORE. He has to furnish references. They tell you this is a healthy country down here. They tell you it is a health resort. They do not take into consideration the fact that the men who come down here are the most hardy men you can pick out. They are not old men. They are examined thoroughly. They are strong, hearty men when they come down here. This is not a health resort by any means. [Laughter.]

Mr. WHITE. And they send them home before they die, if they get very sick. They let them go home and die, and the death rate does not show it. [Laughter.]

Mr. GRAFF. Do you complain of that?

Mr. WHITE. I would a great deal rather die at home than down here. I went to the Gorgona dispensary last Wednesday week to get some more quinine, and I said to Doctor Williamson, "How is business?" He said: "We had 222 patients here in a day, the biggest dispensary day we have ever had in Gorgona." And last Monday week, or Tuesday—I would not like to name the day exactly—there were 78 patients entered in the Ancon Hospital here. That does not show that this is a health resort at all.

Mr. BOWERS. But those two hundred and odd patients that appeared at the Gorgona dispensary, does that number include negroes, too?

Mr. WHITE. Yes.

Mr. BOWERS. Now, if the negroes down here are like negroes in the United States, they take medicine for fun. That is a luxury to them.

[Laughter.] I know if the head of a house is cleaning shelves in the house and taking out a lot of patent medicines, the negroes will come and take them all as a luxury. [Laughter.] They will ask for them.

Mr. WHITE. They do not take the medicine that Doctor Williamson or any of the other doctors on the line give them. They do not take that for fun.

Mr. BOWERS. They do down our way. Taking medicine and riding on trains are their two luxuries.

Mr. WHITE. When I was at the Gorgona dispensary a year or two ago a nigger came in and said: "Doctor, I would like to get some of those sugar-coated pills, please, sir," and the doctor said: "What flavor, please?" [Laughter.] But they do not give them sugar-coated pills now. They do not coax them to come in.

Mr. SHERLEY. I would like, and I think other gentlemen would like, to hear any gentleman here if he has any complaint as to any branch of the service here. There are quite a number here, and you are in a position to judge of conditions from the standpoint of a man laboring here, and I would be glad to hear of anything that you think is being wrongly run, either in regard to your commissary or anything else.

Mr. WHITE. Yes, sir; they talk so much about our overtime, time and a half for overtime. In a lot of places if you do not make a strenuous kick they will make you work at a breakdown job at noon and send you home at 3 o'clock, and do not pay you for overtime. They will send you home at 3 o'clock after you have lost your dinner.

Mr. SHERLEY. In other words, they let you go after the hour at noontime?

Mr. WHITE. No; it is straight time. It is done frequently in our shop.

Mr. SHERLEY. How frequently does it occur?

Mr. SEIFERT. It happened to me yesterday. It happens frequently.

Mr. MOORE. It occurs every day at the dry docks. A man goes out at night and comes home and finishes up at daylight. Our services are on demand at any hour in the twenty-four. They claim we have no prescribed hours of work.

Mr. SHERLEY. Do I understand that this is done arbitrarily, or is it on account of the conditions of the work?

Mr. MOORE. They claim it is due to extraordinary circumstances.

Mr. SHERLEY. Is that a fact or not?

Mr. MOORE. We consider that a day's work here, as in the States, is from 7 o'clock to 1 o'clock, and from 1 o'clock to 5 o'clock. That is a day's work. Anything over that is overtime. If we are called out in the middle of the night and get out of bed in the middle of the night and work on the dredge, or something or other extra hours, we claim we should get overtime for that and not be required to stay at home the next day and come in late. We claim that is wrong, and we have protested against it from time to time.

Mr. SHERLEY. You think you ought to work your regular hours, and that when these emergency calls come they should be treated as overtime work?

Mr. MOORE. That is the rule in the States everywhere. In railroad shops, if you are called out to work an hour in a railroad shop

at night, you get five hours for it. We only ask for time and a half after a day's work is done.

Another little thing; excuse me, there is another little thing that we think is unjust. If we are called out on a job that takes us two or three hours to get to it, if there is a boat to be in the dock and we have to go out on the boat somewhere, they do not allow us the time needed to go out on that boat in order to get on that dredge. We claim that the time should begin when we leave the shops and not when we get on the boats.

Mr. SHERLEY. Of course, you appreciate the fact that conditions on the Isthmus are not the same as those in the States?

Mr. MOORE. We certainly do. [Laughter.]

Mr. SHERLEY. I do not mean merely in the sense of comforts, but in the character of the work. It is impossible to do things here, of course, exactly as you do them in the States.

Mr. MOORE. We understand that, and we are willing to do our share always.

Mr. SHERLEY. Now, you men are receiving a larger wage than similar men in the States—

Mr. MOORE. We admit that—

Mr. SHERLEY. And that being so, does it not seem reasonable that in going to work in a way such as you speak of a man should not be paid for the time he is being carried to work? Is there any trade in the States where a man is paid for time going to work except the plumbers?

Mr. MOORE. Yes. If you work for a railroad company and they send you 100 miles out, you get pay from the time you leave that shop. If you get up at 4 o'clock in the morning to catch a boat at 6 o'clock—

Mr. SHERLEY. How about a job that takes an hour?

Mr. MOORE. We do not kick about small matters. We take these things; we accept these things. We are not agitators by any means. We are just as loyal to this Government as anybody else is. We are doing our work just as well as anybody else.

I want to answer any questions that may be asked. I wish you would ask questions. I will try to answer them. That is what I am here for.

Mr. SHERLEY. Are there any other complaints?

Mr. BOWERS. Before you leave that question of transportation to your work, I want to ask what is the greatest amount of time you have ever lost in going to or returning from work?

Mr. MOORE. Sometimes a couple of hours. A tugboat may not be at the point where we get on for two or three hours. There is no tugboat there. Maybe you would be hung up three or four hours.

Mr. TAYLOR. You get no time until you land on the job?

Mr. MOORE. No, sir; we have taken this matter to the officials higher up, but down here we get very little satisfaction. In answer to our complaints they tell us that a boat leaves every five days. [Laughter.] We realize that fact. We have left situations in the States. We have come down here to make an honest effort in this great work, and we do not ask anything unreasonable or unjust. We ask only fair treatment. We will do our part, and you will never hear from us.

Mr. KEIFER. You say you do not get paid for the time you are going to the job; I mean the time you take in going to work, to some extra work, to some place. Don't they allow you time for that? I do not mean time going from your usual residence, but if in the middle of the forenoon, for instance, you are asked to go out to do some work on a dredge, you would lose your time in going, would you?

Mr. MOORE. That is what they have complained of to me.

Mr. KEIFER. I want to understand that. Suppose they come into the shop at 9 o'clock at Gorgona and ask a man to go some distance that would take two hours to get there. How about it in that case?

Mr. MOORE. Your time would begin after you had reported to the shop.

Mr. SHERLEY. When don't you get it?

Mr. MOORE. In the mornings. Suppose you went to the dock and the boat was not there.

Mr. FITZGERALD. Suppose they failed to furnish the facilities, and you reported just the same?

Mr. MOORE. Yes; this is only a small matter, but it happens every once in a while. It agitates and annoys the men.

The CHAIRMAN. You mean, if you are ordered to report some morning to do some work on a dredge, and you go to the tug and the tug is not there, that you would lose that time?

Mr. MOORE. Yes.

The CHAIRMAN. Suppose you get your orders the evening before to go out on a dredge at 7 o'clock, and you went to the dock and the boat was not there; would you lose that time?

Mr. MOORE. Certainly. We would not be paid until we got to the job.

The CHAIRMAN. I will bet that there is not a case of that kind that has happened on the Isthmus.

Mr. MOORE. I will take it. [Laughter.]

Mr. WILLIAM ATKINSON. I think I can explain that more thoroughly. I am working at the dry dock at Cristobal, where this grievance mostly occurs. A bulletin was issued, to the effect that we would not receive time going to and from our jobs outside the shop, but if we went out during the work hours of the day we should always receive that pay. The only way we lose time is when the boat does not show up in time. Maybe we will go out at 8 o'clock, for example, and work until 3 o'clock; they will not allow us to work beyond 3 o'clock, and there is no boat to fetch us home, and then we may lay out there till 5 o'clock until a tug comes to fetch us in.

In regard to delays in going out to work, it generally happens on Sundays. The clapet, or one of those dredge boats in the canal, goes out at 6 o'clock on Sunday morning. We are ordered to go out to some dredge, or clapet, and we have to go to the pier early in the morning to catch that, sometimes as early as 5 o'clock. They refuse to pay us overtime up to 6 o'clock in the morning. That is the way it is down there.

Mr. SHERLEY. In other words, they consider that the time between getting on the boat and 6 or 7 o'clock is simply the time consumed in getting to your work, and you receive no pay for it?

Mr. ATKINSON. Yes; but they do not care what time they call us up to get down to pier No. 11.

Mr. FITZGERALD. If you get down to pier No. 11 in accordance with the orders at 5 o'clock and the boat does not come until 7 o'clock, don't you get pay from the time you get there until the boat gets there?

Mr. ATKINSON. No; we claim the time we are ordered to appear on that pier.

The CHAIRMAN. Suppose you had to wait at the boat for an hour or two. Your time would commence at the time you were ordered to go to the boat, whether the boat was there promptly or not, would it not?

Mr. ATKINSON. Yes; but that has no bearing on the habit of calling on us to get there at 5 o'clock in the morning. The place of our employment is Cristobal, which covers a radius of 10 or 12 miles. Our commission, when we are hired, is to go to work down there at the dry dock. We are supposed to work eight hours a day.

The men who spoke before me forgot to inform you gentlemen that they have been bulletined time and time again to the effect that no more overtime shall be done down there, and the foreman has made a rule that that order shall be carried out. Last week a machinist came down at 1 o'clock and worked until 2. The foreman asked him to come back at 5 and work from 5 o'clock to 8. The other night some of the fitters had a hurry-up job in a case of emergency and worked all day on the job, and he came to them at 5 o'clock and said, "You come back at 1 o'clock in the morning and go to work;" so that they would not get any more hours than the eight hours in the twenty-four, but they would get up and work until 9 o'clock in the morning and walk home. That is done simply in order to avoid overtime. We are not getting the overtime. That is the trouble at the dry docks. There is not one man who has made over ten or fifteen days' overtime. The books can be gone over, and it will be found that there is not a man at the dry dock who has done it since last July.

I have been down there in the last fifteen months, and things are altogether different there now from what they were formerly. We have had all kinds of grievances in the last few weeks, and we got no satisfaction from the officials. Our committee called on Major Jadwin, and he informed us that a boat left every week. That is the kind of satisfaction we get. We do not think it is right. Our men would rather not have the lousy two weeks' leave if we do not get overtime; we would rather not have it. We are entitled to six weeks as much as anybody down here. The men lie idle part of their time. They get us to work overtime and refuse to pay us overtime. They work two shifts. They work every scheme they can think of to keep us out of it. They say our time is any time in twenty-four hours. The rules specify very plainly that the regular workday on the Isthmian Canal is from 7 o'clock to 11 and from 1 o'clock to 5. They work us all hours they see fit, and a bulletin has been issued that no overtime shall be given.

As to the men being willing to go on the monthly basis, I am satisfied every man on the dry docks is in favor of it if the overtime is kept within reasonable bounds. Very few monthly men ever make fifty hours overtime, but we would be perfectly willing to go on the monthly basis with a reasonable amount of overtime. The boiler makers work on the monthly basis. They do not care how

often they are called out. That is contrary to the regulations. Fifty hours is as long as they are supposed to work. One man named Kirkpatrick works in the shop, and he has only worked ninety-one hours since he has been on the monthly basis.

Mr. WHITE. This is the most important thing: If you let us go home and spend a month in the States, one month every year, we will come back and work hard again. We will put up with bad grub and damp quarters and all that sort of thing.

Mr. SHERLEY. You say you will put up with those things. Are you getting bad grub?

Mr. ATCHISON. The Cristobal grub is very bad. We could not stand the grub over there any more, and we have started a mess. We are now boarding at Colon. An American lady has started a place. In the hotel it is the same old kind of grub every day, and if you get hold of that beefsteak that they get there and the old stale eggs, you people would change your opinion of the Isthmian Canal Commission Hotel at Cristobal. That is the sentiment of all the men there. If they can get board at any kind of a boarding house, they will go to it in preference to the hotel.

Mr. WHITE. At the last meeting of the machinists' union we entered a protest against the board we get at the Gorgona Hotel. The other morning a telephone message was sent up to the manager of the hotel, stating that the Congressmen would be at the hotel at noon time, and to give them the same meal that the workingmen got. No doubt the Congressmen got the same lunch that we got there, but it was the best dinner we have had since last Christmas. [Laughter.]

Mr. BOWERS. We will have to come often.

Mr. WHITE. Yes. If you gentlemen will stay down with us all the time, it would be all right.

The CHAIRMAN. Gentlemen, several other committees will appear, and we will have to dispense with further hearings from you, inasmuch as other organizations will have to be heard.

Mr. MOORE. We thank you very much, gentlemen, for this audience, and we hope our work will bear fruit. We hope you will come down next year, and that we will have better weather for you made to order.

STATEMENT OF MR. W. S. BURNHAM, ACCOMPANIED BY MESSRS. T. L. KEELER AND C. J. FAHR, REPRESENTING THE RAILROAD CONDUCTORS.

The CHAIRMAN. Your name is Burnham?

Mr. BURNHAM. Yes, sir.

The CHAIRMAN. Whom do you represent?

Mr. BURNHAM. The conductors.

The CHAIRMAN. Do you wish to be heard on the longevity proposition?

Mr. BURNHAM. Yes; we think we were wronged as much or more than anybody by taking it away from us.

The CHAIRMAN. I wonder if we could not consolidate the engineers and conductors and hear them together. I understand the engineers want to be heard on the same proposition.

Mr. BURNHAM. I believe the engineers do not want to meet in connection with any other committee at all, but we will not detain you very long.

The CHAIRMAN. Very well. Go ahead.

Mr. BURNHAM. We have practically the hardest job; that is, we are more exposed than any other men working on the job. We go down on the cut with a train. We have no protection from the rain whatever. While we are loading those trains we have to stand out in the rain, and we get numerous days—half the time during the wet season—when we will get drenched through, sometime in the day, and then we will leave for a 13-mile haul to a dump. You know what it is for a man with wet clothes on; he will get as wet as if he had walked into the water. The water will run out of our shoes when one of these dashes comes down on us just the same as if we walked in the water.

When we got our scale of pay here Mr. Taft was Secretary of War, and we put up this argument to him, that we should have equal pay with the engineers. When we started down here engineers and conductors received the same pay.

The CHAIRMAN. What pay do you receive?

Mr. BURNHAM. I am drawing \$205.40 a month, and our basic pay is \$190.

The CHAIRMAN. Then you are drawing \$15 a month longevity?

Mr. BURNHAM. Yes. The engineers stated that they would not trade jobs with us.

The CHAIRMAN. What do you conductors get in the States?

Mr. BURNHAM. It is a vast difference in different places. You can start in the East, and the freight conductors work for \$100, and in some places they make \$125; and on the roads in the immediate vicinity out of Chicago the conductors will make from \$125 to \$150 or \$160. Then you can start west of Chicago and the conductors will there get from \$15 to \$25 a month more. You can go down on the Southern Pacific and you will find conductors drawing \$200 and \$220 a month, month in and month out, the year round.

The CHAIRMAN. For how many hours' work?

Mr. BURNHAM. They have more hours of course than with the work here, but they have got a caboose to ride in.

The CHAIRMAN. They work generally the limit of sixteen hours.

Mr. BURNHAM. Sixteen hours—some places they work more than that.

The CHAIRMAN. They are not allowed to do it under the law now.

Mr. BURNHAM. I know they can't do lots of things, but still it is done.

The CHAIRMAN. I don't think that law is violated.

Mr. BURNHAM. I have not had much experience in the States since that law went into effect. Take it through Colorado and the Northwest, the conductors will get—in Colorado they are as well paid as anywhere in the country—\$225 a month.

The CHAIRMAN. For two trips?

Mr. BURNHAM. Of course we won't say that all of them get that for those trips—

Mr. BOWERS. Are those freight conductors who receive \$225 a month?

Mr. BURNHAM. Yes; now, as to the conditions they have while they are on the road, they can be under shelter. Of course occasionally

they get caught out in a storm, but they have got a caboose to ride in where in cold weather they are protected. They have everything for comfort in their caboose, while we have to be right out on the train. We have nothing to protect us at all; and they made a ruling here; when they got this scale of pay, and the general manager of the Panama Railroad, W. G. Bierd at that time, he got up and made an argument in rebuttal of our argument that we didn't have to be out in the rain, but while we were in the cut loading trains, as long as we were there to see our trains were properly loaded, we could stand under the shovel, and when we were going to the dumps we could ride on the engine. That was the argument put up to Mr. Taft at the time, but when we got our answer back we were talked down, and the engineers got even \$10 more raise than we got the last time, and then they made it compulsory for us to ride out on the trains, and also made it compulsory for us to stand up when we are spotting a train of cars.

Mr. SHERLEY. What do you mean by "spotting?"

Mr. BURNHAM. Giving a signal to the engineer. If I was running a work train in the States, or a steam shovel, I could go out on the job and stay down under shelter, and the brakeman would do that work. It is not the conductor's work to spot his train. You can not find a place in the United States or Canada or Mexico where a conductor has to do that. I thought that that was all uncalled for, but we have to do it, and if we don't do it we will get a notice that we are suspended. While I have never been suspended, nor never have received a reprimand since I have been here, there have been lots of others who have. There have been men laid off five days without pay because they have not been riding out in a rain storm. I think that is something wrong, too, suspending men without pay. Then we had a system here once of giving demerit marks, what they originally called the Brown system. You can give a man so many demerit marks. The original system was, when a man got sixty demerit marks it would cause his dismissal. And that is the proper way to work; it would be the best way to work on this subject. Some of the officials, some of these fellows, are incompetent men, and in that way they will eventually work their men out.

Mr. GARDNER. You are a conductor on an ordinary dump train?

Mr. BURNHAM. One of these Lidgerwood trains. We don't plow the trains off. There are crews at the dumps who plow them off.

Mr. GARDNER. How many brakemen do you have on your trains?

Mr. BURNHAM. Two negro brakemen. There are very few white brakemen on those trains.

Mr. FITZGERALD. What are your duties as conductor?

Mr. BURNHAM. We are responsible for anything that happens to the train, and we have to see that the train is properly taken down the cut, not get in anybody else's way to delay them; take the train to the shovel, load the train, pull out through the cut—whichever incline we go out—go to the dump, leave the train there, and get a train of empties and return to the cut. We occasionally might get the same train. We might plow the train right off and get it right back, but that is seldom.

The CHAIRMAN. Do you occupy married quarters.

Mr. BURNHAM. Yes, sir.

The CHAIRMAN. A one-family house or a two-family house?

Mr. BURNHAM. I am in a two-family house now.

The CHAIRMAN. How is the house furnished?

Mr. BURNHAM. I have got no cooking going on in the quarters at all.

The CHAIRMAN. How is it furnished, as a matter of fact?

Mr. BURNHAM. I have three wicker rocking chairs, a wicker settee on the porch, and I have several other chairs, dining-room chairs.

The CHAIRMAN. How many beds?

Mr. BURNHAM. I have two beds in the house, a single bed and a double bed.

The CHAIRMAN. Have you a stove?

Mr. BURNHAM. Yes; I have a stove. That is one thing; I have a bum stove now, the first time I ever had one. I lived at Gorgona sixteen months——

The CHAIRMAN. It is all furnished you without charge?

Mr. BURNHAM. Yes.

The CHAIRMAN. Are your bedclothes furnished?

Mr. BURNHAM. No, sir; we are furnished the mattress; that is all.

The CHAIRMAN. Have you a chiffonier or a dresser?

Mr. BURNHAM. Yes; a chiffonier, a dresser, and a little center table.

The CHAIRMAN. A dining table?

Mr. BURNHAM. Yes; and sideboard.

The CHAIRMAN. Are your kitchen utensils furnished?

Mr. BURNHAM. No, sir.

Mr. BOWERS. Are you furnished a refrigerator?

Mr. BURNHAM. Yes; we have a refrigerator.

The CHAIRMAN. What do you pay for ice?

Mr. BURNHAM. Forty cents a hundred. And that is one thing that I would say, we get short weight on the ice. They kind of hand it to us there.

Mr. BOWERS. Perhaps that is the rule everywhere.

The CHAIRMAN. You have your light furnished free, your coal furnished free, and your fuel for cooking, do you not?

Mr. BURNHAM. Yes, sir.

The CHAIRMAN. If you have occasion to call a physician you get your medical attendance and your medicines free?

Mr. BURNHAM. So far as I have been concerned, I have not had to call a physician.

The CHAIRMAN. How long have you been here?

Mr. BURNHAM. Nearly three years.

The CHAIRMAN. Have you had your family here that time?

Mr. BURNHAM. My family has been here over two years.

The CHAIRMAN. And you have never had occasion to call a physician?

Mr. BURNHAM. I said I, myself. My wife just came from the hospital, and I had to sign up \$2.50 a day for every day she was in there.

The CHAIRMAN. Did she have a private room?

Mr. BURNHAM. Yes; and two in a room, too.

The CHAIRMAN. She was not in a regular ward?

Mr. BURNHAM. Not in a ward; no. Some of those wards would not be preferable for a lady to go in; all kinds of people in there.

The CHAIRMAN. Nobody there but women, however?

Mr. BURNHAM. Well, I know; but you go in some of them sometimes.

The CHAIRMAN. The \$2 that you paid included service, medical and otherwise?

Mr. BURNHAM. Yes, sir.

Mr. KEIFER. Did you have a special nurse?

Mr. BURNHAM. No; the nurses changed.

Mr. KEIFER. But there was a nurse?

Mr. BURNHAM. Nurses in charge; nurses under her in that ward, you know.

The CHAIRMAN. In addition to that you were allowed your transportation free from the States down here, were you not?

Mr. BURNHAM. Yes, sir.

The CHAIRMAN. And your time commenced from the time you left New York?

Mr. BURNHAM. Yes, sir; but in regard to that transportation business I just want to say—

The CHAIRMAN. One moment. Do you get monthly transportation over the road?

Mr. BURNHAM. I get one round-trip pass a month. The agreement was that we were to have two round-trip passes a month, and after about six months' time they have taken one of them away.

The CHAIRMAN. What rate does your family get down here?

Mr. BURNHAM. About $2\frac{1}{2}$ cents a mile.

The CHAIRMAN. That is about one-half rate?

Mr. BURNHAM. Yes, sir.

The CHAIRMAN. Have you any children?

Mr. BURNHAM. Yes, sir.

The CHAIRMAN. Do they attend the public schools here?

Mr. BURNHAM. No; I sent them back to the States to school—a boy 13 years old.

The CHAIRMAN. Did he attend school here?

Mr. BURNHAM. No; I kept him there at school.

The CHAIRMAN. Do you belong to the Y. M. C. A.?

Mr. BURNHAM. I used to be a member when I was in Gorgona, but they haven't any where I am now.

The CHAIRMAN. Do you belong to a fraternal organization here?

Mr. BURNHAM. The order of conductors here; yes.

The CHAIRMAN. Do you have a lodge room?

Mr. BURNHAM. We meet in the lodge room supplied by the commission, where all the other orders meet.

The CHAIRMAN. Is that lighted for you?

Mr. BURNHAM. Yes, sir.

The CHAIRMAN. And janitor service furnished?

Mr. BURNHAM. Everything is furnished.

The CHAIRMAN. Do you get everything that you use in your house in the way of victuals and clothing at the commissary department?

Mr. BURNHAM. Well, I buy vegetables from the Chinaman who sells them, whenever he comes around. He don't come around as often as he used to. We used to get them regular.

The CHAIRMAN. That is all I have to ask.

Mr. BURNHAM. I must speak about another thing, about the conductors here. There are supposed to be one hundred and seventy-odd conductors and 180 engineers here. They work on inside jobs. The engineers always got \$180, but they put the conductors on at \$150, and they never have been getting over \$150 on the inside jobs.

Mr. TAYLOR. What do you mean by an inside job?

Mr. BURNHAM. A job that does not get out on the main line. Those men pass examination for the Panama Railroad, and they call that qualifying.

Mr. TAYLOR. That is, they can not use the men until they qualify for an examination through the officials of the road?

Mr. BURNHAM. No; not supposed to. There used to be a good deal of that done here, but they cut it out now.

The CHAIRMAN. That is a matter of administration with which we have nothing to do.

Mr. BURNHAM. And there is another thing. They have got in the habit of writing you a letter if anything happens and telling a man that he is suspended so many days without pay, and he don't have any redress; they don't even give him a hearing; I can't get any hearing. Fellows try to get a hearing, and they can not get it.

The CHAIRMAN. Have you ever tried to get a hearing and been refused?

Mr. BURNHAM. No, sir; not myself; I never have.

The CHAIRMAN. Do you know personally of any conductor having been refused a hearing?

Mr. BURNHAM. I personally know of his taking the matter up with the superintendent, and the superintendent telling him that was the decision they had arrived at in the matter.

The CHAIRMAN. Then he got a hearing before his superintendent?

Mr. BURNHAM. He got that much of a hearing; yes. I blame the conductors some on that myself, for standing for it. If it was me I would keep on digging; I would go on up, and see if I could not find out something. I will cite you a case. A year ago last August there was a train master transferred on the job where I was working, and after he had been there about three weeks I had forty lay-over days coming to me. I was on a job that I worked eleven hours a day. After we had been there two or three weeks, he says to me: "Say, we are going to work out these lay-over days." I says: "I don't believe I want to work them all out; I don't mind taking two or three days once in a while"—in fact, I have asked three different times in the last few months to get a day off, and I was unable to get it. I didn't care so much about it; I stayed right along at work. "Well," he says, "they are going to work this time out." So on Saturday night before Labor Day he says: "You don't go to work Tuesday morning; you take ten days off; there will be a man to take your place." I asked him where the order came from, and he told me it didn't matter. I made it a point on Tuesday afternoon to go to Culebra, and found out up there from the Colonel that he hadn't sanctioned anything like this, and I don't think that he had. So he had me dictate a letter, and I went back to work. He asked me if I wanted to go to work the next morning, and I told him, "No; I would take another day off." So he put me back to work on Thursday morning; and that stopped that. I don't know who started it. It seems that a few extra men who are——

Mr. FITZGERALD. You had no trouble getting your grievance redressed?

Mr. BURNHAM. None at all. I know of a conductor here that was laid off five days. He is dead now. He was suspended five days for not riding on his train in a rain storm, and he talked to me about it,

and I told him to go to Culebra, and I says: "If you can not get satisfaction from the official at Empire, go to the chairman." He said: "Oh, I don't want to bother about that." When I went up there I mentioned this matter to the colonel, and he asked me why he didn't come to him, and I told him that I didn't know. I said: "I asked him to come up here, but he didn't seem to want to do it." He said: "I hate to be running up here to see you all the while."

Mr. BOWERS. How long had you railroaded in the States before you came here?

Mr. BURNHAM. I commenced railroading in 1884. I have been with several different companies. I started with the Grand Trunk people in Battle Creek, Mich., and I was two years with the Santa Fe. I was three years with the Baltimore and Ohio, and I was two years and a half with the Belt people in Chicago. Now, on this matter of transportation. A railroad man in the States working for a railroad corporation has always got a pass due him. He never has to pay any fare. Some roads don't give the conductors and engineers annual passes, but you can always get trip passes for yourself or any of your family. We are accorded no more privileges than a carpenter, or anybody else working. They all get the same transportation that we do. That is one thing you can not hammer into a railroad man, the idea of his having to pay his fare. I went to work for the Baltimore and Ohio Company, and I just served six weeks as brakeman, from the latter part of October until the fore part of December.

The CHAIRMAN. Are you working for the railroad company here?

Mr. BURNHAM. I am in the railroad service.

The CHAIRMAN. I thought you were in the service of the commission.

Mr. BURNHAM. I am working for the commission, yes; and I hold that we ought to have transportation; that is, I mean a nominal amount, because there are some people who would ride it to death; but we ought to have anyway two round-trip passes a month. We told them we would be satisfied with that.

The CHAIRMAN. Why should the commission make a distinction between employees with respect to transportation of the railroad company?

Mr. BURNHAM. We are working in the transportation department of the commission.

The CHAIRMAN. Of the commission?

Mr. BURNHAM. Yes, sir. And the 1st day of January I was handed an annual pass for myself and wife over the entire system. That is the way we are used in the States in regard to transportation.

Mr. KEIFER. As a matter of fact, you get passes in the States on other roads, don't you, than the one you are working for?

Mr. BURNHAM. Yes; we do.

Now, in regard to overtime; we are working a good deal of overtime. Now, when we met Mr. Taft in Colon that time the thing was all thrashed out, and we agreed to work the ninth hour and facilitate the other departments, the steam-shovel men and other departments, and we agreed to assume that extra hour. Well, in addition to that, we work a good many hours. Right at the present time I venture to say that there are somewhere about 135 or 140 crews working in the central division, and they are averaging about fourteen or fifteen hours a month in overtime in excess of nine hours. Some of them

are making more than others, but it will average that right through. That is putting it at a low average.

Mr. BOWERS. What is your pay?

Mr. BURNHAM. I am getting \$205.22 a month.

Mr. SHERLEY. What do you say your overtime averages?

Mr. BURNHAM. It will average fourteen to fifteen hours a month, in excess of nine hours a day.

Mr. SHERLEY. That would make about forty-five hours a month over the eight hours?

Mr. BURNHAM. Yes.

Mr. SHERLEY. The reason I asked you is that there was a statement made a few moments ago touching overtime of the men on the monthly roll.

Mr. BURNHAM. I heard that; yes.

Mr. SHERLEY. And relative to their six weeks' leave as against only two weeks' leave for the hourly men. If I understand you right, you are averaging about forty-five hours a month overtime?

Mr. BURNHAM. No; about forty hours a month. Twenty-six working days, over eight hours.

Mr. GARDNER. The ninth hour you conceded?

Mr. BURNHAM. The ninth hour, we had conceded to work that when this agreement was made with us.

Mr. GARDNER. Then it is about fourteen hours over and above the agreement.

Mr. BOWERS. Is it usual in railroading in the States to give a leave of absence annually with pay?

Mr. BURNHAM. No, sir.

Mr. BOWERS. Do the crews of work trains receive the same compensation that the freight men do?

Mr. BURNHAM. Different roads have different schedules about work trains. A work-train job is usually in most places a good-paying job, but they work extra hours. There is no work-train job that don't get in three or four hours overtime a day in the States; the majority of them do.

Mr. BOWERS. And there is one advantage in connection with a work-train job, you are home every night?

Mr. BURNHAM. Yes; what rest you get will be in the night.

Mr. BOWERS. You are home at night, which is not the case when you have a run, unless it is a very short run.

Mr. BURNHAM. I have run work trains on the Baltimore and Ohio, where I only made 106 miles a day, and I got pay for 200 miles.

The CHAIRMAN. How many conductors are there in the employ of the commission who are not receiving any longevity pay at all?

Mr. BURNHAM. I don't suppose there are but very few, if any.

The CHAIRMAN. Are there any?

Mr. BURNHAM. I don't think there are. I can not positively say, but I don't think there are.

Mr. TAYLOR. Practically all do receive it?

Mr. BURNHAM. They all receive 5 per cent.

The CHAIRMAN. Longevity pay earned up to July 1?

Mr. BURNHAM. Yes, sir.

Mr. GARDNER. Are you having many changes in conductors? Are there many leaving work?

Mr. BURNHAM. There have been some who left there, resigned and left recently, in the last four or five months.

Mr. BOWERS. There are not more changes in the personnel than is usual in the ordinary railroad job. Of course, there are more or less changes always.

Mr. BURNHAM. There are always changes in the railroad job; that is one of the most changeable occupations a man can get into.

Mr. BOWERS. But there are no more changes here than there are ordinarily?

Mr. BURNHAM. No; but it is getting so now that we can not tell anything about it. We haven't any assurance of our jobs. We might be going on vacation leave in a week or ten days from now, and even if we had been here three or four years we would receive a letter before we went that at the expiration of our vacation our services would terminate.

Mr. BOWERS. Has that occurred often enough to excite any alarm?

Mr. BURNHAM. It has been the general thing in a few cases lately, and I expect it will be done in some more, from the looks of things.

Mr. BOWERS. As a matter of fact, men are laid off on all railroads, are they not?

Mr. BURNHAM. Sure they are, but they don't say anything about it. Let them go like any other railroad; let them take the youngest man in the service.

The CHAIRMAN. These matters are all administrative matters, and there is nothing that this committee has jurisdiction over. We would like to give you all the time possible, but there are other men to be heard here, and if you have anything more to say in regard to the question of longevity, we would be glad to hear you.

Mr. BURNHAM. What we have got to say on that question is that we are working a good deal of overtime, and I think that that longevity pay ought to be given to us.

The CHAIRMAN. The gentlemen who were here a few moments ago, the hourly men, said that the monthly men do not work overtime, and for that reason they claimed that they (the hourly men) were discriminated against in getting only two weeks' leave of absence instead of six.

Mr. BURNHAM. I would only be too glad if they would put me on an hourly basis, and pay me in the ratio that I make.

The CHAIRMAN. Pay you the ratio that the hourly men receive?

Mr. BURNHAM. No; the ratio that I am making now.

The CHAIRMAN. That is the situation. The monthly man would be glad to take the hourly pay, and the hourly man would like to get the monthly pay.

Mr. BURNHAM. They are howling for a vacation. When we originally came down here we could allow our vacations to accumulate for two years; that was our agreement. Well, they cut that off. We have to take it every year, and we are supposed to have four months to take this in after it is due. It is due at the end of ten months, then we are supposed to have four months more—

The CHAIRMAN. Conditions to-day are entirely different from what they were when you came down here.

Mr. BURNHAM. Oh, yes; I know that.

The CHAIRMAN. Both as to health, and living, and everything else.

Mr. BURNHAM. What I am getting at; we are supposed to have four months' grace. We are notified from the superintendent of transportation's office that our vacation is due at such a time; "We have arranged for you to sail on such and such a boat."

Mr. TAYLOR. That is, you can not take your own time?

Mr. BURNHAM. It don't look like it now. They have been forcing men to go to suit them.

Mr. FAHR. I would like to call your attention to the fact that our regular working day is nine hours, but in the States on the railroads our working starts thirty minutes before the train is due to leave the terminal station. The conductor has to be there and to be on the job to see that everything is ready to leave. We get here at 6 o'clock in the morning and leave at 6.30. We get there at 6 o'clock, arrange for everything to be in readiness, still we don't get time for that, and we work the extra hour besides.

Mr. BOWERS. Does the rule that you are referring to apply to the work-train jobs?

Mr. FAHR. To every train on every railroad thirty minutes before leaving time, a conductor has to be there and he gets paid for it, but we don't get it down here. And prior to July 1 we made less overtime than we are making now after July 1, with the overtime we don't receive compensation for. The cars run out of the cut later at night, and we are later getting back, sometimes as late as 7.30, following the last passenger train out of Colon.

Now, when I first came down here I had a position in New York that paid me from \$125 to \$150 a month, running a train on the Manhattan "L," Third avenue. I didn't like to resign my position and come down here on the uncertainty of it, so I got three months' leave of absence. I got down here on the 13th day of April, just as we had our pay raised.

Mr. BOWERS. What year was that?

Mr. FAHR. 1907. I would not have stayed here for \$170 a month, but they raised the pay to \$190 and gave us a longevity increase. I then decided to resign my position in New York and come down here, expecting that the longevity would be continued, and that the Government would continue their agreement that they had entered into with us. Now, they gave lay-over days at that time, which they have taken away since, and they have also taken away the longevity; but if I want to go back to my position in New York I have to start all over again and work my way up.

Mr. FITZGERALD. How much did you get a day in New York?

Mr. FAHR. Three dollars and fifty cents a day, but we worked extra trips during the rush hours.

Mr. FITZGERALD. Three dollars and fifty cents a day as conductor on a Manhattan "L?"

Mr. FAHR. No, sir; as motorman. The promotion there is from watchman to motorman.

The CHAIRMAN. What are you getting now, including the longevity pay?

Mr. FAHR. Two hundred and five dollars and twenty cents a month.

The CHAIRMAN. Your basic pay is \$190?

Mr. FAHR. Yes, sir.

The CHAIRMAN. Then you are getting \$15 a month longevity pay?

Mr. FAHR. Yes, sir.

The CHAIRMAN. You have not lost that by reason of any legislation?

Mr. FAHR. No, sir; I have not.

The CHAIRMAN. You are getting \$205.20, and you were getting \$125 when you came down here?

Mr. FAHR. Yes, sir.

The CHAIRMAN. Are you a married man?

Mr. FAHR. Yes, sir.

The CHAIRMAN. Do you have married quarters?

Mr. FAHR. Yes, sir.

The CHAIRMAN. You pay no house rent here, do you?

Mr. FAHR. No; no house rent, no fuel, no pay for light, and the house is furnished. I also receive medical attendance, but I never have been in the hospital, however.

The CHAIRMAN. Has any member of your family been in the hospital?

Mr. FAHR. Yes, sir; my wife, and I paid the regular charges, whatever they were. She was there for about a week.

The CHAIRMAN. What did you pay for rent in New York?

Mr. FAHR. Twenty-six dollars. That included steam heat.

The CHAIRMAN. What did you pay for lights?

Mr. FAHR. The gas bill amounted to, well, say \$2 a month.

The CHAIRMAN. You had to furnish your own house?

Mr. FAHR. Yes; but my rent was materially reduced. There were only my wife and I living in New York. We had a five-room apartment, and I let one of those rooms, which partly paid my rent, to a friend of mine. Of course down here I have to buy 30 pounds of ice every day of the year, and I don't have to do that in New York.

The CHAIRMAN. What did you pay for that in New York?

Mr. FAHR. Fifty cents a hundred. Now, I don't want to take up any of you gentlemen's time, but the idea is: I would like to show you where the overtime that we are making after allowing—

The CHAIRMAN. Let me ask you: Is there any industry of any kind in the States, or carried on by the Government in the States, that allows monthly men to accumulate overtime, and then add that overtime to their leave with pay?

Mr. FAHR. No, sir; but they pay you in cash for it when they make it.

The CHAIRMAN. The monthly men?

Mr. FAHR. Yes, or a railroad man gets it if he is working on a railroad job.

Mr. FITZGERALD. How many hours did you work in New York?

Mr. FAHR. Eight hours on the "L."

Mr. FITZGERALD. How many extra trips could you make?

Mr. FAHR. Two extra trips. A man could make the trip in the morning, make it in the middle of the day, a trip in the afternoon, and get two days' pay.

Mr. FITZGERALD. How long would those trips take?

Mr. FAHR. Twelve hours to make the whole day, eight hours on the regular run and four hours on the other runs.

Mr. FITZGERALD. That would be double time.

Mr. FAHR. They paid you for making a round trip a half day's pay.

Mr. BOWERS. You did not get any leave with pay in the States?

Mr. FAHR. No, sir.

Mr. FITZGERALD. How often could you make those three extra trips in a day?

Mr. FAHR. Oh, no; we could not make three extra trips, but we make two a day, and it would be possible for you to make two extra trips.

Mr. FITZGERALD. How many times a week could you make them?

Mr. FAHR. It would be possible for you to do it every day.

Mr. FITZGERALD. How many days would you average those two extra trips?

Mr. FAHR. I had one extra trip every day in the week, day in and day out. That gave me a day and a half's pay seven days in the week.

Mr. FITZGERALD. Did you make the extra trip on Sunday?

Mr. FAHR. I have made it.

Mr. FITZGERALD. Was that the custom?

Mr. FAHR. In the afternoon; yes, sir.

Mr. BOWERS. I have made some figures here that I want to submit to you for verification. With six weeks' leave without pay you work practically ten and one-half months during the year, and at \$2,460 per year that makes \$230 a month for the actual working days, does it not?

Mr. FAHR. Yes, sir.

Mr. BOWERS. Add to that \$26 per month house rent, \$2 for gas, and it makes \$268 a month. You deduct from that \$125 a month that you received in the States, and that would make your pay here \$133 a month more than you received in the States, or a little over twice as much.

Mr. FAHR. Yes; but do you realize that in working in the States I was never in the rain; never in mud up to my waist for nine or ten hours a day? And when I wanted recreation I could go to Coney Island or anywhere else, but we have not recreation of that kind here.

Mr. BOWERS. There is no doubt but that the conditions here are somewhat different.

Mr. FAHR. And in this six weeks' vacation I am obliged to spend two weeks on the boat, and there is no man in the world who gets sicker than I do. I have had two vacations, and it cost me \$800 for one and \$900 for the other to take them.

Mr. BOWERS. Still, this \$133 a month additional is some compensation for the inconveniences?

Mr. FAHR. That is some, but I am telling where it ain't all. I will tell you it is a pretty tough proposition, this water and climate down here, and the conductor has the hardest end of it of any man in the transportation department. And some people don't realize that. Our position could be made easier. There is not a railroad in the world that tells a conductor where he shall ride on his train; not a railroad in the world that I ever saw. He is responsible for that train from the time he takes it out until he brings it in at night. If there is a wreck or an accident, it is up to him to tell how it happened. He is responsible for that train; that no rocks fall on the other track, and he is supposed to use good judgment and make time, getting his train to the dump and getting it back.

Mr. TAYLOR. Do you not think that matters concerned with the way you are compelled to conduct your own service are matters that should be taken up with the officers in charge?

Mr. FAHR. I would like to bring them to your attention.

The CHAIRMAN. But we have nothing to do with that.

Mr. FAHR. The officers in charge won't meet a committee from us conductors.

Mr. SHERLEY. Isn't it true that you can go at any time to Colonel Goethals, and is he not always ready at Culebra to hear complaints of the men?

Mr. FAHR. Yes, sir; that is a fact.

Mr. SHERLEY. Could you not go to him with a complaint as to the administration of the road?

Mr. FAHR. I could not go to him but with only one complaint, and that would be my own complaint as secretary and treasurer of the Order of Conductors on the Isthmus. I could not say one word as to the men.

Mr. SHERLEY. But the others could go. Everybody could have his complaint investigated if he wished to take the trouble to go there.

Mr. FAHR. We have 196 members. Suppose the whole 196 would go up there next Sunday morning.

Mr. BOWERS. Would not the correction of one case correct the whole number?

Mr. FAHR. It has not been done.

Mr. BOWERS. For instance, if you should go there next Sunday morning and complain of the fact that you were required to ride in an inconvenient place on your train, and suppose that that was investigated by Colonel Goethals, and he should say that that is not right, that you could ride anywhere you pleased, would not that stop the practice?

Mr. FAHR. Yes, sir; but you go up there and say that to the Colonel. You want to work; you know the conditions and you want to stay here. You want to work, and you think in your own mind that you will go up and make a complaint to Colonel Goethals. He will leave the matter to some of his subordinates, and they will simply tell you that if you don't like this job, why quit. Suppose there is a reduction of force, and they are going to let some men go. You don't want to get your name to the front first.

Mr. BOWERS. But the point that I was making was this, that the rectification of one case would operate to rectify them all.

Mr. FAHR. If Colonel Goethals would meet our committee, we would go up there and state our grievances, which are not many, and would state them all in a little while.

Mr. KEELER. Just one moment. A case of overtime. This gentleman here says that we have six weeks' vacation with pay. We do, but he says that of course we take two weeks of that on the water. Now, here is a case of a conductor's overtime from July to the 10th day of the present month, over eight hours. He worked twenty days in July and he made fourteen hours over the nine hours. In August he worked twenty-five days and he made seventeen hours, or two days and one-half hour. Then he goes on to tell what he made, and he totals it all up, and in the four and one-half months he tells how he made twenty-two days overtime over the eight hours.

Mr. BOWERS. But under your agreement it is nine hours, is it not?

Mr. KEELER. Not now; no, sir. That agreement was broken by the commission. They have taken our longevity and overtime away, broken on every part, and that makes it null and void so far as we are concerned.

Mr. BOWERS. Then you have no understanding with them as to the length of your hours?

Mr. KEELER. Excepting as to the eight-hour day in effect in all government work in the States.

Mr. KEIFER. What is your occupation?

Mr. KEELER. I am a conductor.

Mr. KEIFER. We had a conductor here just now who stated that you worked nine hours.

Mr. KEELER. We do, and we work over nine hours. When we had the agreement with Mr. Taft we agreed to work nine hours to keep the steam shovels at work. We have to do it. We go to the cut in the morning and get our trains and get under the shovel by 7 o'clock. We go out on the docks to dump a train, and we have to stay there until 11.30, because the Spaniards work to 11.30. But whether they do or not you have to stay there, and that is a half hour. We are never in before 5.30 in the evening, very seldom, excepting during the high water in the last few days, when some of the jobs have been tied up.

We thank you very much for listening to us.

STATEMENTS OF MESSRS. FRED M. WESTCOTT, FRANK A. BEACH, AND W. L. TITUS, REPRESENTING THE LOCOMOTIVE ENGINEERS.

The CHAIRMAN. Do you want to be heard upon the questions of longevity and overtime?

Mr. WESTCOTT. That is all. Of course, you gentlemen are all familiar with the conditions we were working under prior to July 1. The settlement was made with us by Mr. Taft, then Secretary of War. He came over here, looked the ground over very thoroughly, and made the settlement with us. We were all satisfied; no complaints of any kind; only some minor complaints, of course, with individuals. And the men went to work with a will. They were satisfied with the settlement made, and we made a record in the work, I believe.

The CHAIRMAN. Pardon me, if I interrupt you, but I would like to ask if you are an engineer on the Panama Railroad?

Mr. WESTCOTT. No, sir; I am on the Isthmian Canal. We were perfectly satisfied with the conditions that Mr. Taft gave us here and we did good work. We accepted what he gave us with a good heart, and we felt that after July 1 that somebody had not used us just right. The work we have been doing here was perfectly satisfactory in every way, I am sure, and we feel that all the conditions should be put back as they were prior to July 1.

Mr. FITZGERALD. Are you an engineer?

Mr. WESTCOTT. Yes, sir.

Mr. FITZGERALD. How long have you been here?

Mr. WESTCOTT. I came here in October, 1906.

Mr. FITZGERALD. How much do you receive?

Mr. WESTCOTT. \$226.80 a month.

Mr. FITZGERALD. How much of that is longevity.

Mr. WESTCOTT. Eight per cent; 5 per cent the first year.

Mr. FITZGERALD. What is the basic compensation?

Mr. WESTCOTT. Two hundred and ten dollars.

Mr. TAYLOR. The same as the steam-shovel men?

Mr. WESTCOTT. Yes, sir.

Mr. FITZGERALD. What kind of quarters do you occupy?

Mr. WESTCOTT. I have married quarters.

Mr. FITZGERALD. Are they satisfactory?

Mr. WESTCOTT. Perfectly; yes, sir; in the line of quarters, and in the line of food. I had bachelor quarters for about two years, and while, of course, they are at times—in any place where there is a body of men there are always complaints about food, but on the whole I do not believe there is very much to be said, considering the climate and all the other conditions; and the work is perfectly satisfactory, and the conditions under which we were working were so until July 1.

Mr. FITZGERALD. Do you get six weeks' leave with pay?

Mr. WESTCOTT. Yes, sir; six weeks. When I came down here it was allowed to accumulate for two years, but that was taken away.

Mr. BOWERS. How much overtime, as a rule, do you put in per month; what is the average?

Mr. WESTCOTT. On the run I am on we put in very little.

Mr. BOWERS. What would be the average? I am referring to the engineers in the employ of the commission, not the railroad.

Mr. WESTCOTT. It runs about two days per month

Mr. BOWERS. About sixteen hours per month?

Mr. WESTCOTT. A little over that. We work nine hours. It will average that.

Mr. BOWERS. You get no overtime?

Mr. WESTCOTT. No, sir; no compensation for that whatever.

Mr. BOWERS. You get leave of absence with pay?

Mr. WESTCOTT. Yes, sir; and as I understand it, that was given to us to get us out of this climate for a little while and get us in good shape for another year's work. I think it was a good provision, and it has worked right. I have been down here a little over three years, and I have not lost a day from sickness or any other cause.

Mr. BOWERS. The work of the engineers of your class is the hauling of dirt cars?

Mr. WESTCOTT. Yes; and working on the dumps. There are lots of different classes of work. They have what they call labor trains. They run pretty well at times, and of course they make more overtime than the other men.

Mr. BOWERS. But the conductors and engineers of dirt trains, of necessity, put in the same amount of overtime?

Mr. WESTCOTT. Oh, yes.

Mr. BOWERS. The overtime would not be different?

Mr. WESTCOTT. Oh, no.

Mr. FITZGERALD. Is there anything else that you wish to say with reference to those subjects about which we have heard the other men?

Mr. WESTCOTT. It is all about the same, sir. We agreed to work the nine hours here, but we recognized the necessity of it. The steam shovels work eight hours. Of course, if we worked eight hours they would lose thirty minutes getting ready. We recognized that, and we agreed to work it. Colonel Goethals has said, and I believe you gentlemen all understand it, too, or at least you feel that way, that we were to do practically eight hours, but we recognized the necessity of working the nine hours, and agreed to work it.

Mr. FITZGERALD. Do you work any beyond the nine hours?

Mr. WESTCOTT. As I say, it will average about two days per month beyond the nine hours. We don't work eight hours, but they work nine hours whether or no. In running a railroad, over-

time is bound to be made. If we called a day twelve hours, even then we would make overtime just the same. A railroad can not be run successfully without making overtime without seriously curtailing the work.

Mr. BOWERS. Are engineers in the States working on construction work upon dirt trains paid per hour, per mile, or per month?

Mr. WESTCOTT. Upon all standard railroads 100 miles is counted a day. If their work is on cars in a pit, they are paid per 100 miles.

Mr. FITZGERALD. How much are they paid?

Mr. WESTCOTT. On the Wabash system they get the same pay—

Mr. FITZGERALD. How much is it a month?

Mr. WESTCOTT. It amounts to \$4.25 a day. That is the pay we got.

Mr. BOWERS. Per working day?

Mr. FITZGERALD. How many days in a month at \$4.25 a day?

Mr. WESTCOTT. The work trains don't work on Sundays, excepting in special cases.

Mr. TITUS. Gentlemen, the locomotive engineer is bound to put in forty-five minutes more than his conductor does. If a train is to leave at 6 o'clock, a locomotive engineer is bound to be there at least thirty minutes ahead of that time to get the engine prepared and see that it is supplied with the necessary supplies for the day's work. If the engine turns in, the engineer has to take the engine away on the receiving track, and an inspector looks it over to see if it is in condition to do another day's work, and reports the necessary defects. For that reason an engineer will put in from thirty to forty-five minutes—and that is very conservative—over what the conductor has to put in.

Mr. SHERLEY. Does not the conductor get there at the same time the engineer does?

Mr. TITUS. No, sir.

Mr. TAYLOR. The conductors made that same statement, that they had to get there thirty minutes ahead, and lost the same amount of time.

Mr. TITUS. I can not agree with you there.

Mr. TAYLOR. I don't know anything about it, but a conductor said that.

Mr. FITZGERALD. On the dump train he gets thirty minutes ahead of the conductor?

Mr. TITUS. The engineer does, sir. The engineer has to be there to see that he is all ready to go to work. On the majority of the railroad systems that time is paid for, but we do not want to split hairs with the commission, and we have not asked pay for that, because we want to do the right thing, and don't want to split hairs. And the same way at noon. The conductor doesn't have to go to work—if he gets down at 1 o'clock it is all right. We have to be there at least thirty minutes before leaving time, and it is the same way in the morning. The engineer has to go there and see that she is ready to do business.

Mr. BOWERS. That is, if there is any difference as to the overtime put in, as between the conductor and the engineer, the engineer puts in the most time?

Mr. TITUS. Oh, yes; the conductor does not put it in on the time-slip. He does not charge it up to the day's work. I have never put in that time. We see that everything is in proper shape to go out, but only put in the time that we are supposed to go to work.

Mr. WESTCOTT. We work from 6.30 to 11 o'clock and from 1 o'clock to 5. Those are our regular hours. You must be there at 6 o'clock in the morning to look the engine over. Oftentimes the hostlers might break something or might flatten a wheel. You must look the engine over. All the engineers are held accountable. If they take the engine out in the morning or afternoon and find some defect in it, they are held responsible for that.

Mr. BEACH. We are held responsible for it. We have not put in any time for that. We have made extra time, but have not charged it up.

Mr. FITZGERALD. Is there anything else you wish to say, gentlemen?

Mr. WESTCOTT. All I can say, gentlemen, is that the engineers in the States—and I do not doubt but that it is true in other occupations—they give up very fair jobs in the places where they come from. Of course we are working for a railroad company. They are sometimes called soulless corporations. Perhaps they are. I left the States in good circumstances; that is, I was not discharged and was not "in bad" with the company I was working for. I came down here feeling that I was working for the United States Government, the Government that we believe is the only Government, and we believe that whatever agreement is made with us by that Government should be lived up to. We have made a record in this class of work and we feel we have not been used right when these rights have been taken away from us.

The CHAIRMAN. Do you think it is fair for the Government to give one class of its employees here longevity pay and deny it to others?

Mr. WESTCOTT. It depends a great deal, I believe, on the class of work.

The CHAIRMAN. What conditions can you suggest that would justify the Government in discriminating in that way between its employees here engaged on the same work?

Mr. WESTCOTT. For instance, take the railroad men. The majority of us give up years of seniority. That, of course, counts in railroad service. I had worked sixteen years on one railroad.

The CHAIRMAN. I understand; but of course that was voluntary on your part. There was no condition in the application you signed for the position here in regard to longevity pay, was there?

Mr. WESTCOTT. No, sir.

The CHAIRMAN. It did not constitute a part of your contract with the Government when you came here?

Mr. WESTCOTT. No, sir.

The CHAIRMAN. Now, if the Government should continue to pay the longevity pay to one class of employees, or two classes of employees, and withhold it from the others, would not that necessarily create more or less dissatisfaction among the employees generally, especially those on the gold roll, who are citizens of the United States the same as you gentlemen are? In order to avoid that, would it not be necessary to extend that privilege to all other classes? And if that were done, have you any idea of the extent to which it would increase the labor cost of the construction of the canal, added to the high pay that is being allowed here to every class of employees?

Mr. WESTCOTT. It undoubtedly would make a great deal of difference. But as I say, the men in the transportation service are the

men who have given up the most. Take a dump foreman, for instance, and clerks, who might ask for longevity in the same way. They have not given up anything nearly so much as the railroad men have.

Mr. SHERLEY. What have you given up?

Mr. BEACH. A man has given up seniority the same as he gets in the United States.

Mr. SHERLEY. Of course, but what were you getting?

Mr. WESTCOTT. I was getting anywhere from \$125 to over \$200.

Mr. FITZGERALD. You were getting \$4.25 a day?

Mr. WESTCOTT. Yes; \$4.25 a day.

Mr. SHERLEY. What would it average a month?

Mr. WESTCOTT. I should say \$150 a month.

Mr. SHERLEY. What does it now amount to?

Mr. WESTCOTT. Two hundred and thirty-six dollars.

Mr. SHERLEY. You have not given up anything in dollars and cents.

Mr. WESTCOTT. No. I did not want to convey that meaning at all. I was fourth man on the list. In four or five years I would have been a passenger man. If I should stay down here four or five years, I could not hope to get a job on the railroad such as I had before. It is simply vacating one's rights in that way in line of promotion.

Mr. SHERLEY. In the meanwhile you have been earning this greater compensation, the difference between what you are now getting and what you formerly got.

Mr. BEACH. When a man here goes back to the States, he has to start up the ladder all over again and climb up.

Mr. TAYLOR. Is it not a fact that many of the engineers of the commission went first into the employ of a railroad when they came down here?

Mr. BEACH. No.

Mr. SHERLEY. Are you sure of that?

Mr. BEACH. Yes. If that is not so, then I ask, Why have they hired them? I was distinctly given to understand that if a man came here as an engineer he had to be in the railroad service.

Mr. TAYLOR. I asked it as a fact if there were not men who did not give up such right of seniority when they came down here?

Mr. BEACH. There are men down here who are called "boomers."

Mr. TAYLOR. "T. T.'s?"

Mr. BEACH. Yes; you have got it right. We have got rid of what they call "T. T.'s" here, commonly called "tropical tramps," and you have got the best class of railroad men here to-day.

Mr. FITZGERALD. If you had remained in your position to this time, would you have earned a passenger run?

Mr. WESTCOTT. Not yet; no.

Mr. FITZGERALD. How old are you?

Mr. WESTCOTT. I am 38.

Mr. FITZGERALD. How much longer would it have taken you to get to the passenger run? What would have been a reasonable time? I do not ask you to fix the exact date, but just approximately.

Mr. WESTCOTT. I should say three years more, the way the runs have been increasing in the general trend of affairs.

Mr. FITZGERALD. Would it have taken you over twenty years to get a passenger run on that road you were employed by?

Mr. WESTCOTT. Yes, sir.

Mr. FITZGERALD. What road was it?

Mr. WESTCOTT. The Wheeling and Wabash system.

Mr. FITZGERALD. Is that the average time it takes an engineer to get a passenger run?

Mr. WESTCOTT. That is rather soon on any standard railroad.

Mr. FITZGERALD. Are not the majority of engineers on fine trains under 40?

Mr. WESTCOTT. No, sir. I do not think on a standard railroad of the United States you would find a passenger engineer but what is quite a way past 40. There are gray-haired men firing engines on the Lake Shore Railroad who have been there since they were young; and that is one thing a railroad man is very jealous of—seniority. If they run one man around them they take it up with the officials. If there is a mistake they get right after it, because it would make quite a little difference.

Mr. SHERLEY. Do all the freight engineers on the same road get the same pay?

Mr. WESTCOTT. On some roads they make a difference in the class of engines, but as a general rule not.

Mr. SHERLEY. The advantage of long service is to make you eligible at an earlier period for passenger runs?

Mr. WESTCOTT. Preferred runs.

Mr. BOWERS. It gives you your choice of runs?

Mr. WESTCOTT. Yes; it is the same way, I suppose, all over where people work. The oldest men get the preference.

Mr. BOWERS. You get home here every night, of course?

Mr. WESTCOTT. Yes.

Mr. BOWERS. That is regarded as an advantage in railroading, is it not?

Mr. WESTCOTT. Yes; I suppose it would be.

Mr. BOWERS. Men select runs that will let them stay at home between runs?

Mr. WESTCOTT. Yes, of course.

Mr. TITUS. I had a run and got \$7.50 a day, and got my breakfast at home, and if I was out ten hours I got overtime.

Mr. BOWERS. Were you engaged on that run when you came here?

Mr. TITUS. No, sir; not when I left. I would not have left such a run to come down here.

Mr. BOWERS. I thought not.

Mr. TITUS. Another thing; the question about the seeming difference in the pay that quite a number of you gentlemen have called attention to. There is one thing that in the States I have never encountered—never had the fortune to work where there is a bulletin notice put up that we must take from 10 to 15 grains of quinine a day. Neither have I worked in a place where it was necessary to spend over \$2,000,000 a year for sanitation. I have never worked in a place where every man was supposed to be a physically perfect man, in order to keep the death rate as low as it is here, and we have all the diseases there are, and if Doctor Gorgas ever lies down, you gentlemen will hear of it. We are like a lot of men sitting on a keg of powder, and if a spark falls into that keg of powder, it all goes up. That condition exists here to-day.

Mr. BOWERS. You were speaking of a run that you had that let you get home at night, and you stated that you did not leave that run to

come here; that you would not have left such a run as that for this work. What were you immediately before coming here?

Mr. TITUS. I was a roundhouse foreman.

Mr. BOWERS. What did that place pay?

Mr. TITUS. That paid me \$93. But, understand, I was not running an engine at all.

Mr. BOWERS. I know what the job is.

Mr. WESTCOTT. It has always been conceded, gentlemen, and we think you know it, that the work in a tropical country in this class of work is always worth more money and is always paid better than in a country like the United States. As I say, I have been down here three years, and have not been sick or in the hospital a minute, but I never feel as good down here as I did up home, and it certainly affects a man's health in time.

Mr. BOWERS. Do you take that 10 to 15 grains of quinine?

Mr. WESTCOTT. No, sir; but during the first two years I was here a notice was posted up to take quinine, and I took three grains every night. Since I came back this last time I have not taken any, but I got married in the States, and since I have been back here I have not taken it.

Mr. BEACH. I came back from my vacation on the 27th of last month, and I am 10 pounds lighter than I was on the day I landed here.

Mr. FITZGERALD. You were not working when you were in the States.

Mr. BEACH. That does not make any difference.

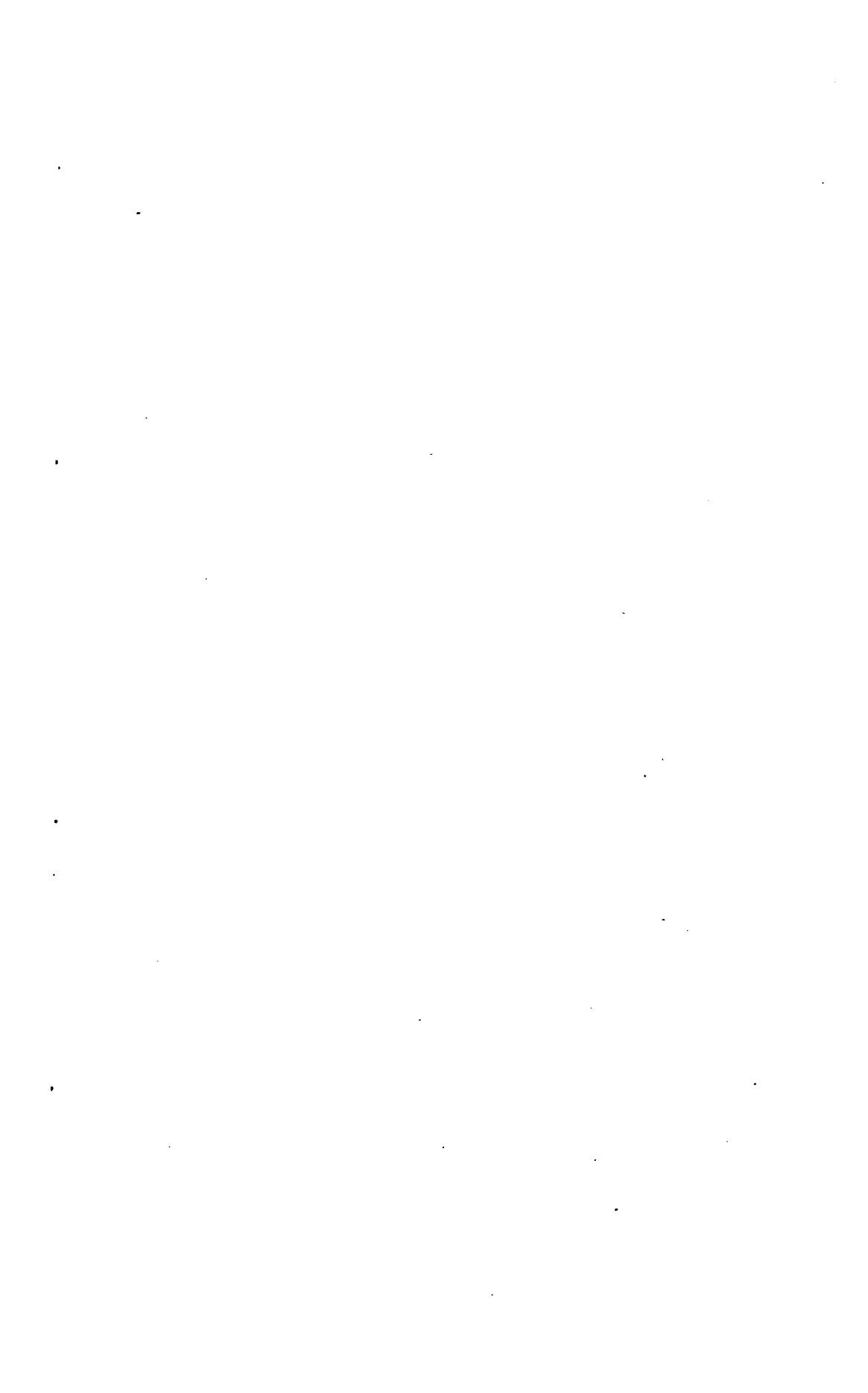
Mr. WESTCOTT. I will say I have gained about 30 pounds since I have been on the Isthmus. [Laughter.] There is no man complaining here. Of course, men get sick and die here, and it is more unhealthful here than in the United States, and I believe you gentlemen all know it. I do not think a man of you would live here permanently if they would give you the Isthmus. There is no well-founded complaint as to that, however. We made an agreement here with the man who is now President of the United States. We want that, and we will not ask for another thing. The men were perfectly satisfied under that agreement, and if you put things back to where they were, the locomotive engineers will come here and wish you good luck, and wish you to come back again. We want the commission to live up to that agreement if you gentlemen will make it possible for them to live up to it.

Mr. BEACH. We want conditions that obtained prior to July 1.



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